

ALL HANDS

OCTOBER 1980

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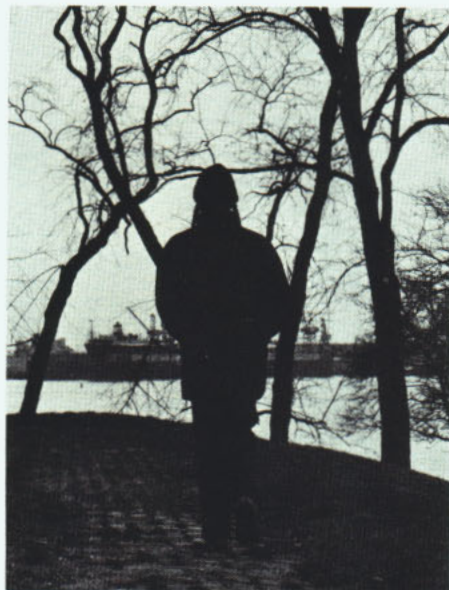
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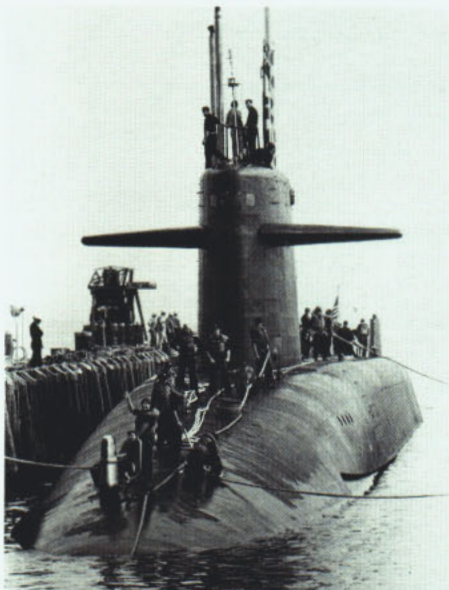
Air Traffic Controllers
Spirits of Ft. McHenry



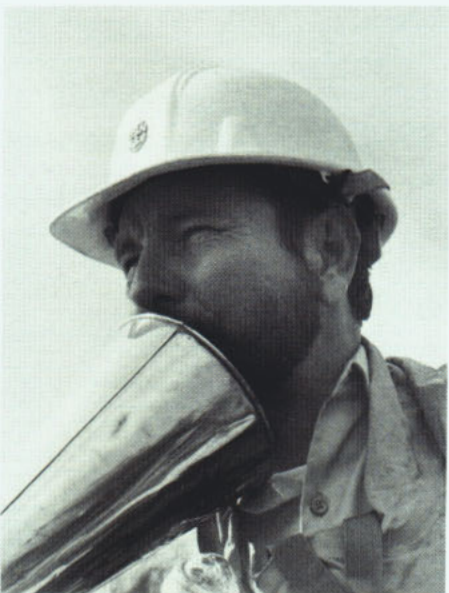
Rear Admiral William P. Lawrence—a former POW—is greeted by Secretary of the Navy Edward Hidalgo during POW-MIA Recognition Day ceremonies at the Pentagon in July. The admiral was featured speaker at the event honoring those still unaccounted for from the Vietnam War. See Bearings, page 40. (Photo by PH2 Bob Hamilton.)



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OCTOBER 1980 NUMBER 765

Chief of Naval Operations: ADM Thomas B. Hayward
Chief of Information: RADM Bruce Newell
OIC Navy Internal Relations Act: CAPT Robert K. Lewis Jr.
Director, NIRA Print Media Div: LCDR Edward A. Shackelford

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Front: Air Traffic Controller Second Class Jeff Firth updates status board during training period at NATTC Memphis. See page 36. Photo by PH1 Michael Wood.

Back: Rear Admiral Jackson K. Parker, who began his service in 1942 as an apprentice seaman. His story begins on page 2. Photo by D. R. Mohr.

Staff: Editor: John F. Coleman; News Editor: Joanne E. Dumene.

Associates: Richard Hosier (Layout), Michael Tuffli (Art).

Writers: JOC James R. Giusti, JO1 Lon Cabot,

JO2 P. M. Callaghan.

Research: Marge Holtz, JO2 Barb Tein-Geddes.

Production: LT William B. Sonntag, LTJG Jim Mulvey, PH1 Jim

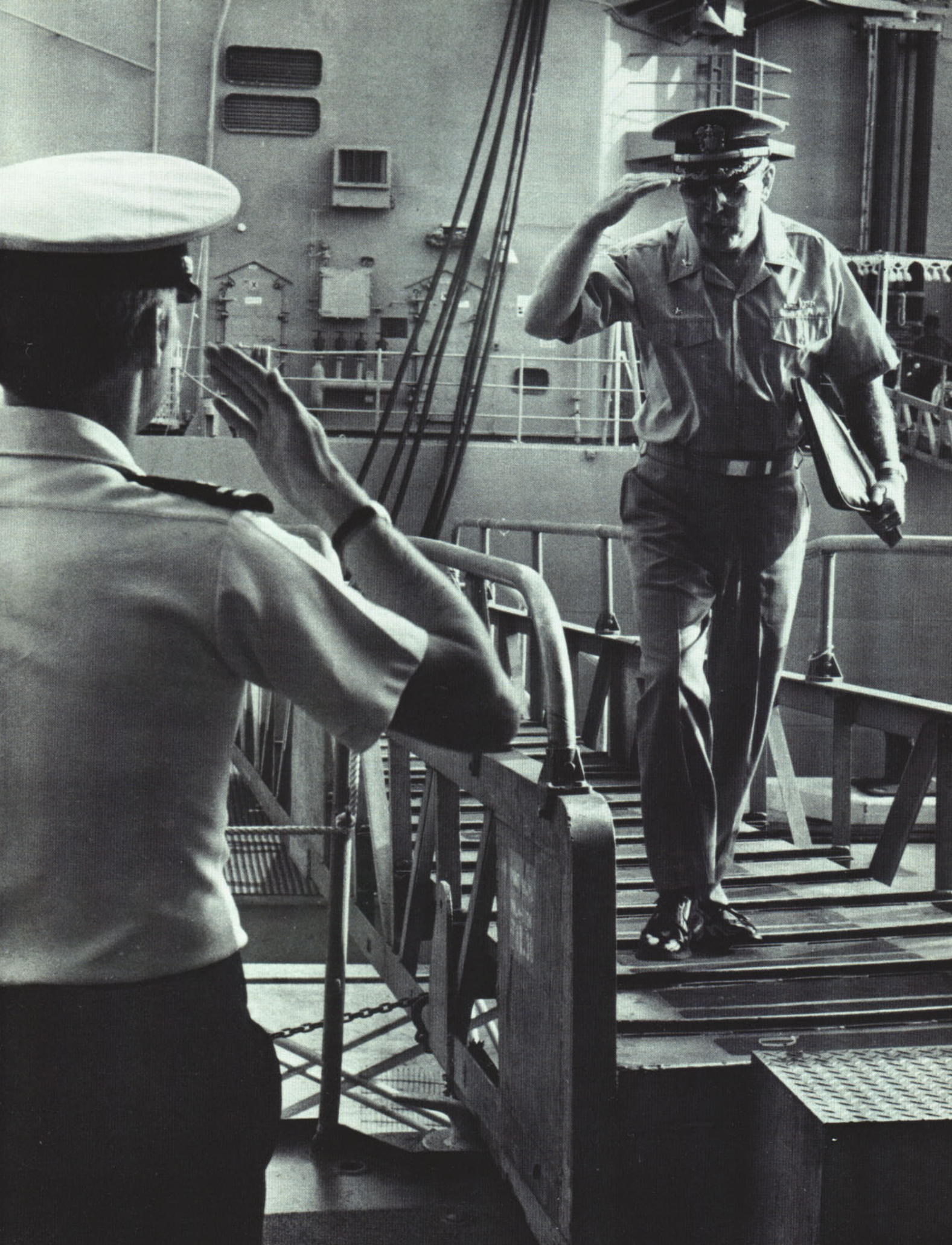
Preston, PH2 Bob Hamilton, Elaine McNeil, DM2 Eugene Clark,

DMSN David Brown.

Send mail to: *All Hands*, Hoffman No. 2, 200 Stovall St., Alexandria, VA 22332.

Phone: (202) 325-0495; AUTOVON 221-0495.

Message: NAVINRELACT WASHINGTON DC (PASS TO ALL HANDS)



RADM Parker

Tin Can Sailor

As he boarded the destroyer USS *Conolly* (DD 979) at Norfolk Naval Base in June, Captain Jackson K. Parker, USN, heard the announcement: "DESRON 10, arriving."

He answered to the title of Commander, Destroyer Squadron 10 for another two months and then it was all over. Jack Parker was no longer a captain. He became a rear admiral in August.

Rear Admiral Jackson K. Parker is one of the few individuals in recent times to rise through the ranks from apprentice seaman to flag officer in the U.S. Navy. But there were no quantum leaps involved in his achievement; it took 38 years of hard work.

He joined the Navy in January, 1942—just one month after the attack on Pearl Harbor. But he gives initial credit for his decision to a rather unlikely source: his scoutmaster.

When 14-year-old Jack Parker was a Boy Scout in his home town—Rocky Mount, N.C.—his troop was led by a man who'd been a chief signalman in the Navy. That's when he began to think in terms of becoming a sailor.

Back to the present—aboard the *Conolly*, flagship of DESRON 10. Admiral Parker sat on the bridge and stared at the wake of the frigate USS *Ainsworth* (FF 1090), leading his squadron in exercises off the Virginia Capes. "I haven't thought about that for some time," he said. "But it was because of that scout-



Left, Captain Jackson K. Parker boards his flagship USS Conolly. Right, as an enlisted man during World War II.

Tin Can Sailor

master that my mind began to focus on the Navy. He'd always loved the Navy and, having been a chief signalman, was excellent at teaching semaphore and Morse code.

"Along with knot-tying and many other skills he'd learned in the Navy, he helped us youngsters develop self-sufficiency. In all honesty, I have to attribute my initial interest in the Navy to him."

As he spoke, activity on the *Spruance*-class destroyer's bridge didn't escape the admiral's attention; neither did the talk going on around him. He heard the destroyer's skipper—Commander Ray Sharpe Jr.—speak with his officer of the deck:

"What speed are we up to?"

"We're runnin' at 12 knots right now, sir."

"Soon as we pass the *Canisteo*, kick 'er up to 20."

"Aye, aye, sir."

On the main deck below Admiral Parker, two sailors slapped a coat of gray paint onto a pair of bitts. Behind him, the navigator spoke to the conning officer: "You have two-and-a-half miles to go; then your course will be 110 degrees."

And above him, a boatswain's mate on the open bridge explained to a signalman, "Once you get out to this point, it's a straight shot through the rest of Chesapeake Bay." From the ever-sweeping radar antennas to the tangle of great white pipes in the engine room, Admiral Parker is in his element. He's a destroyer man; except for two tours, he's spent all his sea duty aboard tin cans.

"I like the pace of destroyer life," he said, watching the USS *Canisteo* (AO 99) slip by on the port side. "I've always been attracted to the relative smallness of a destroyer, the camaraderie among destroyer crews. Everyone knows each other aboard a ship this size."

Admiral Parker likes the greyhound image of a destroyer—fast and deadly; he's always felt life aboard them is much more exciting than on cruisers or carriers.

The admiral's life among destroyers began in 1942, when he reported as a

third class fireman aboard USS *Mervine* (DD 489). It was small compared with today's tin cans: 1,630 tons. But *Mervine* proved its sturdiness and stayed in one piece more than 20 years after the Third Reich collapsed.

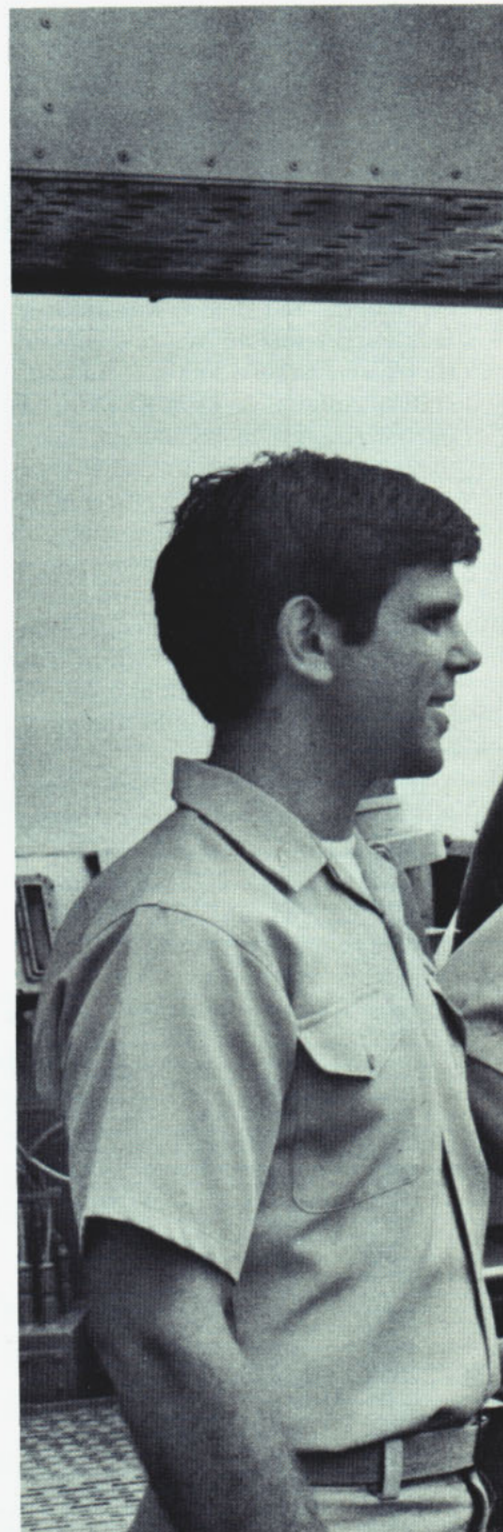
At that time, Petty Officer Parker saw action "in essentially every major fleet operation or landing that occurred in the Atlantic and Med—Sicily, North Africa, Normandy and southern France." During those landings, he didn't dwell on the military or political consequences of what was happening. Mostly, he just tried to stay alive and kept himself busy "just doing what I was supposed to be doing." It's been a life-long habit. Admiral Parker thought about his wartime service and recalled what it was like in those days.

"The laundry services as we know them now simply didn't exist. Back in the berthing compartments, we had buckets stored on racks and when you had to do laundry, you took a bucket off the rack, filled it with saltwater, got yourself a cake of saltwater soap and proceeded to wash your clothes. Sometimes, if the supply was reasonable, you could rinse them in fresh water. But clothes always had to be washed in saltwater." It wasn't a part of shipboard life that could be pointed to as a reenlistment incentive.

"There also wasn't any ship's store aboard the *Mervine*," Admiral Parker continued. "I recall the chief water-tender—the same as a chief boiler technician today—was the one who provided necessities to the crew. When we were in port, he'd buy toothpaste, soap, toothbrushes and other items with his own money. Then after we put out to sea, he'd open up one of the repair lockers and sell these necessities to the crew." He lifted a pair of binoculars to his eyes and looked through them. "That was our ship's store," he ended.

While Admiral Parker gazed at the horizon, another example came to mind.

"You know, we didn't have a disbursing officer, either, aboard that ship. We didn't get paid at sea—we were paid in port. I remember the excitement of entering New York Harbor late at night because that meant money was on the way and we were usually flat broke. A disbursing officer would meet the ship and pay the crew so we could go ashore. In those days, you couldn't go ashore until you got paid."



CAPT Parker on the starboard bridge wing with some Conolly men.

Going by those examples, it's easy to see that shipboard life in the Navy has improved a great deal since World War II.

As conditions in the Navy progressed, so did Admiral Parker's career. He'd been a chief machinist's mate for a number of years when the idea of becoming an officer turned from idle speculation into serious consideration.

"I wasn't satisfied with the status quo,"

he explained. "I wanted to move on to bigger challenges. I saw making the transition to the officer corps as a chance for even greater challenges than I'd enjoyed as an enlisted man."

The Bureau of Naval Personnel unknowingly answered his desire for a commission by making him a warrant officer. Back then, selection was made through a screening process done by BuPers. No one could apply for a

warrant officer program; they could only hope to be chosen. After two years as a warrant officer, Admiral Parker applied for a commission under the Limited Duty Officer (LDO) program. Once again, expanded challenge and responsibility were the main attractions, but another motive was involved with the destroyer man's attempted switch.

He knew that "... being a warrant officer meant that I'd be confined to



Tin Can Sailor

certain types of duty assignments. It meant there was no possibility of being assigned to a destroyer. So part of my motivation in applying for LDO was an opportunity to serve aboard a tin can again. LDOs weren't assigned to destroyers in great numbers, but the possibility did exist."

In 1958, Warrant Officer Parker became Ensign Parker and more destroyer duty followed. The new LDO, proud of his single gold bar, was well aware of his limited status; achieving flag rank was a legal impossibility.

"For starters, as an LDO, I was limited by law to the rank of commander and 30 years of active commissioned service. So I had no thoughts that were any higher than that." The admiral laughed; as he bent his head slightly forward, the

"scrambled eggs" on his visor made the irony of his last statement even more apparent.

"But I was delighted to be selected. At the time, I saw a perfectly comfortable and full career ahead of me as a limited duty officer."

Admiral Parker didn't scheme to get around legal restrictions, or fantasize about would-be days as a four-striper. His philosophy has always been to worry about one job and one rank at a time—not to daydream about the next promotion, opportunity or duty station. This doesn't mean he lacks ambition. On the contrary, his rank indicates a healthy amount of it. What it *does* mean is that he's never been so preoccupied with the future that he's forgotten about the present.

The admiral left the bridge and went below to his cabin. He spoke as he walked along the passageway. "I've always operated under the philosophy that I wanted to do the best job that I could in the billet I found myself in at the time. I think these other concerns ought to take care of themselves. Good billets seem to be perpetuated by doing a good job at the one you're in; promotions come the same way." He arrived at the cabin and went inside. In his book, promotion was the result of good work—nothing less.

In 1965, Admiral Parker was the commissioning engineering officer aboard USS *Josephus Daniels* (CG 27). The commanding officer, Captain Harry A. Cummings, must have thought his engineer was making a commendable ef-



fort because shortly thereafter, he convinced Parker to make the transition from limited duty officer to the unrestricted line.

"I owe a great deal to CAPT Cummings," the admiral said, "because he encouraged me to apply for integration into the unrestricted line. Before that time, I hadn't given it any sort of consideration. But he gave me the chance to qualify in destroyers as a fleet officer of the deck and also as combat information center watch officer.

"I was accepted into the unrestricted line about the same time I was promoted to lieutenant commander. So I put on my two-and-a-half stripes as an 1100. And that also meant that I was unrestricted in terms of promotion."

Even after achieving unrestricted line status, Admiral Parker wasn't one to harbor any delusions of grandeur. He was obviously older than most of his peers and lacked their formal educational background. He felt both of these considerations would surely limit his professional growth. Somewhere in the back of his mind, he figured that his career would bottom out at the rank of commander.

The Navy figured differently. His disadvantages—imagined or real—were apparently insignificant because Jackson K. Parker not only became a commander, he did himself one better. On July 1, 1975, two years ahead of the normal advancement cycle, he was promoted to captain. His "early arrival" was repeated when he became a flag officer after 22 years of commissioned service (the average is 24-26 years).

Relaxing in the quiet cabin aboard *Conolly*, Admiral Parker seemed much younger than a man who'd joined the Navy before most of today's sailors were born. One had to wonder if this mustang was somehow different from the admirals who'd gone through Annapolis or Officer Candidate School. He'd been an enlisted man for a long time—was there any advantage in that?

"Without question," he said, "I'm very confident that I relate better to the enlisted person—despite the changes that have taken place in our culture. It's true the young people we're getting in the Navy today come from a different background than was common in my youth—they're much more educated, more exposed to the world through media. But even so, I've lived through the same basic conditions that the sailor of today still goes through."

However, the admiral doesn't claim any kind of monopoly when it comes to officer-enlisted communication. "There are many officers—from whatever source—who've got the ability and desire to communicate with enlisted persons, oftentimes better than I would ever hope for.

"Perhaps there's some advantage, at least initially, in my background. I've certainly never had any difficulty communicating with sailors and they've generally been open in what they say to me."

One third class petty officer assigned to *Conolly* was quite open with his views of the admiral: "He seems different from a lot of other officers. Some of them don't seem to associate with enlisted people. You know, they don't seem to be interested in talking with us, or listening to what we have to say.

"Admiral Parker's the type who's realized the pains of enlisted people aboard ship. It makes a difference because he knows exactly what we have to put up with in our jobs. Some officers are unacquainted with our situation. They haven't had a lot of sea time and they still don't know what the experience is all about when they come aboard."

The admiral's thoughts on leadership can be summed up in three words: firm, fair and friendly. "And," he adds, "to be technically competent in your area." He feels that an officer who is firm, fair and friendly will be effective as well as professional and gain the respect of his subordinates. That's nothing new or unique among thoughts on leadership, but rival theories have been known to exist.

"An officer has to be firm when it's

called for—issuing the necessary directions or guidance, or ensuring discipline," he said. "If you're firm in your approach, your orders are clearly spoken and clearly understood.

"But you are also friendly in the sense that you don't withdraw and make yourself aloof as an officer. You should be concerned about your men—make yourself aware of their personal interests and give them the respect they're entitled to and have earned as sailors in the United States Navy."

Admiral Parker swiveled slowly around in his chair. "Successful leaders in the Navy are sensitive to the needs of their people and do everything within their power to take care of those needs."

The authoritarian approach has never had a real place in the Navy, according to him. "You certainly achieve short-term results with that approach, but it isn't the long-term solution to anything." He's not suggesting a total breakdown of distinctions between the sailor and officer. But Admiral Parker firmly believes that a sailor performing a necessary function anywhere aboard ship is just as important in that respect as the squadron commander who leads a group of ships into battle. Each has his own set of responsibilities. And a responsible person should command respect.

What's next for the admiral who started out as an E-2? His answer was predictable. "I've given no thought to what follows. Right now, I'm concerned only with my new job—Deputy Chief of Staff for Readiness and Resources, CINCLANTFLT." His job has and always will be his chief concern.

As far as ending his naval career, Admiral Parker has given no thought to that question, either. "Besides," he calmly noted, "I'm certainly far too young to consider retirement." So it seems that his first 38 years of active duty are just the beginning. For those retired admirals who feel the sea breeze from a beach instead of a ship, the career of one Rear Admiral Jackson K. Parker might make them stop to think—did they leave the service too soon?

—Story and photos
by JO2 P.M. Callaghan

On the bridge, COMDESRON 10 trades jokes with the destroyer's skipper, Commander Ray Sharpe Jr.



'Goodnight, Lt. Clagett'

Fort McHenry has the Spirit

While Francis Scott Key frantically wrote about "the rockets' red glare" and "the bombs bursting in air" from the deck of a British warship on Sept. 13, 1814, one of those bombs scored a direct hit on a gun position at Fort McHenry in Baltimore, Md., and killed an American officer. His name was Lieutenant Levi Clagett and some people think his spirit still lives at the fort today.

A gun similar to the one Clagett commanded when he was killed remains mounted at the fort's Bastion No. 3. But it's mounted for display and not for battle. The good lieutenant is definitely *not* mounted for display.

There are those, however, who insist they've seen him—or felt his presence—at Fort McHenry.

One such person is Kathy Thomas, an employee at the national historical park. She and another employee, Darschell Washington, were on the midnight-to-eight shift at the fort when they saw something moving in the early hours

of July 4, 1976—America's bicentennial, no less.

"We were at the main gate when we saw a figure dressed in white, walking on the second floor of one of the buildings inside the fort," Thomas said. "It was the part used as an apartment by staff members, but no one was living there at the time and there was no reason for anyone to be up there. My friend went to check the building and it was locked, but we both saw something moving through the apartment that morning."

Thomas figured it was Clagett; the apartment overlooks the battlement where he was killed in action. The present occupant of that apartment is Carnell Poole, another park employee, and his family. He spoke matter-of-factly about several odd occurrences in and around his home. One time, he was kept up most of the night by noisy footsteps on the brick walkway beneath his bedroom window. But every time he looked down, there was no one in sight. Poole has plainly heard on several occasions the opening and slamming shut of windows downstairs. Every now and then, he comes downstairs to find furniture mysteriously moved out of place.

Still, none of this seems to bother him.

"I don't mind living here," he said, "because I don't get any evil feelings from this spirit, whoever it is. Nothing bad has ever happened as a result of these occurrences."

Mark Hollomon, a member of the fort's maintenance staff, lived in the same apartment before Poole took up residence. "I'm not much of a believer in the supernatural," he said. "I lived there about six months by myself and didn't have any experiences with ghosts." But Hollomon feels there are persons who are more sensitive toward such phenomena.

"I'm sure some individuals receive sensations that I don't. But I can only speak for myself. I've never sighted any strange figures in the fort and I've really never felt odd sensations from any kind of presence."

Hollomon's skepticism isn't complete; he thinks there may very well be a ghost of Lt. Levi Clagett wandering around the fort. Many persons also believe that another spirit lives at the fort: the spirit of a soldier who committed suicide in his jail cell after being found asleep at his post.

According to fort documents, Pri-

Kathy Thomas, an employee at the fort since 1976, walks on the battlement where John Drew's ghost has been sighted. According to one psychic, Drew stands watch here with his rifle and bayonet, dressed in full uniform, ready to warn the fort if any threat should develop.

Fort McHenry has the Spirit

vate John Drew, a 28-year-old native of Richmond, Va., stood guard duty on the outer battery during the night of Nov. 14, 1880.

The next morning, when his relief arrived, he was found asleep. Placed under arrest, Drew was taken to the guardhouse and told by a sergeant to clean out his cell before being locked in. Drew obliged, but in the process, picked up a rifle leaning against the wall and slipped it into his cell. Later, the soldier stuck the muzzle into his mouth and pulled the trigger with his toe.

Some speculate that because Drew shirked his responsibility in life, he's been condemned to stand eternal guard

duty at Fort McHenry. The outer battery is almost always the place where John Drew's ghost has been sighted.

The chief skeptic concerning ghosts at Fort McHenry is the chief of visitor services Warren Bielenberg. "Until he comes up and taps me on the shoulder, I won't believe the ghost of Lt. Clagett or anyone else actually exists," he said. So far, he hasn't received any unexplainable taps on the shoulder.

But a local resident who claims to be a psychic did. When she was a teen-ager something touched her on the shoulder as she stood in the jail cell where John Drew killed himself. Bielenberg said about 70 percent of the people who

visit that cell claim they get strange sensations near a particular place on the wall.

Almost two years ago, the same person returned to the fort and Bielenberg accompanied her on a tour, answering questions as she received "impressions" from the various buildings and areas of the compound.

"During her visit, she said that Clagett used the porch of 'D' building in the compound almost every day," Bielenberg related. "She called 'E' building 'active' and got strong impressions from it. As a matter of fact, as she stood on the stairwell there, the name 'Clagett' popped into her head."



"E" building used to be an enlisted barracks and others have encountered strange experiences there. Kathy Thomas recalled that one Saturday morning, in January, she opened the building and the inside was bitterly cold. The same thing happened for the next three Saturdays. Each time, she claimed there was nothing wrong with the heating and that warm air was blowing from the ventilators.

According to Bielenberg, one of the other park technicians who used to work there was on the first floor of building "E" when he heard a commotion upstairs that sounded like people scuffling. The activity was so great that he plainly saw dust falling from the ceiling. But when he went upstairs to investigate, no one was there. At that point, he decided to leave the building.

The local psychic also sensed another spirit as she walked along the outer battery with Bielenberg. "You know, he's (Drew) very immature," she said. "Sort of like he's about 28 going on 17. He's on guard duty and doesn't know he's dead. But if something were to happen here that presented a threat to the country—say an enemy was staging some sort of attack up the

Patapsco River here—he'd find a way to let somebody know about it—he's always watching."

The woman claimed she could actually see the ghost standing guard duty on the battlement. According to her, he wore a long coat and held a rifle with a bayonet fixed onto the muzzle. It was a description that could have fit the person of Private John Drew.

"They're really funny," the woman said, "because spirits can walk right through brick walls. Yet, they'll move a piece of furniture that wasn't here when they were alive. You know, they don't even know we're here—they don't even know they're dead."

This Baltimore resident is one of several psychics who has visited Fort McHenry and received sensations or impressions of spiritual habitation. But not much else. Warren Bielenberg knows of only one instance when a ghost interfered with the actual physical movement of a person. Presumably, it was Clagett.

"We had a guy who worked here as head of research and used to spend a lot of time in the library going through old records," recalled Bielenberg. "Each night when he was finished, it was his

custom to say good night to Levi Clagett before turning off the lights and going home. Well, one night he forgot. He walked halfway down the stairs and something stopped him; he couldn't take another step. It was as though he'd been frozen to the spot. So after a little bit of thought, he went back upstairs, turned the lights back on and said 'Good night, Levi.' His second time down the stairs, nothing happened."

Coincidence, hoax, or just plain power of suggestion? There will always be two kinds of people: those who believe in ghosts and those who don't. At Fort McHenry in Baltimore, it's doubtful the spirits are divided on the subject of their own existence—they surely must know whether or not they're here or . . . there. But as far as we humans are concerned, only one fact seems to be more or less indisputable:

If you leave the fort's library late at night, don't forget to say good night to Levi. He might feel rejected.

—Story and photos
by JO2 P.M. Callaghan

Opposite page: Clagett's ghost is believed by some to walk the second floor porch of this building. Below: French 18-pounder gun is displayed at bastion where Clagett was killed.



Boston's 350th

Constitution Leads the Way

On the flight deck of the USS *John F. Kennedy* (CV 67), 4,000 spectators filled the bleachers. Colorful signal flags fluttered from the carrier's superstructure. Combat planes in neat rows glittered in the sun while the crowd craned its collective neck for a look downriver. They were waiting for the Tall Ships, great windjammers with acres of billowing sails and weblike veils of rigging. Ships with sturdy masts more than 100 feet high were arriving from countries around the world. The occasion? Boston was celebrating its 350th birthday.

Boston: the city of firsts. The high school, police department, the savings bank, the subway—a list as long as your arm—they all got their start in the “Birthplace of Liberty.” The Red Sox won the first World Series (in 1903), and the first guided missile cruiser in the world was (what else?) USS *Boston* (CAG 1).

A morning haze obscured the long-range view downriver, but all was clear and lively on *Kennedy* as the program began with an invocation by the ship's chaplain. Then the audience was addressed by several speakers. Among them were Commander of the 2nd Fleet Vice Admiral Thomas J. Bigley, and the mayor of Boston, Kevin H. White.

They spoke of ships and the people

who build, sail and maintain them; of a city that grew up with the sea—a companion that's been both friend and enemy. They also spoke about a Navy that helped to protect that city, and a deity whose grace had been felt by every sailor who'd ever weathered his way through a storm, or fallen overboard and been retrieved from certain death.

And the audience listened while they munched on box lunches. At their long row of tables, radio newscasters wearing earphones and speaking into microphones wrote on steno pads and kept listeners informed: “...It's a beautiful day out here in Boston Harbor, folks, and the excited crowd gathered on the flight deck of USS *John F. Kennedy* couldn't have asked for a better day to see the Tall Ships when they come sailing past...” On an elevated platform, three cameramen aimed their cameras toward the harbor. Photographers, jammed together at the carrier's bow, took light readings, chose filters and film and jockeyed for the best positions where they could get clean shots of the ships as they passed.

Gradually, the crowd's steady buzz gave way to higher-pitched voices which soon became shouts of recognition. Like a ripple, the 4,000 heads turned in one

direction. Part of the downriver haze was suddenly recognized as lofty fountains of water—two fireboats spouted a saltwater fanfare for the millions who watched from the banks. Behind, came the Tall Ships, gliding easily through the water.

The first ship in line had 44 guns and a place in the sun all its own. USS *Constitution*, oldest commissioned warship afloat in the world, led the great parade into Boston Harbor. This city had built *Constitution* nearly 200 years ago and its fighting strength had proven so great that the wooden vessel's nickname became “Old Ironsides.”

The frigate looked very proud to still be around while countless others much younger had been sunk, burnt, used for target practice, or died in quiet humiliation beside moss-covered piers. Passing by *Kennedy*, “Old Ironsides” fired a salute from one of its forward guns—touched off by Secretary of the Navy Edward Hidalgo, who was on board the famous frigate for the entire time it led the Parade of Sail. As white smoke from the cannon curled thickly across the water, sailors aboard the carrier rendered hand salutes and the audience thundered its applause. This, indeed, was something special.



Below, USS Constitution—oldest commissioned warship in the world—leads the Parade of Sail into Boston Harbor as part of that city's 350th anniversary celebration. As the frigate passes the aircraft carrier USS John F. Kennedy (CV 67), "Old Ironsides" fires a salute (left) from one of its bow guns. Secretary of the Navy Edward Hidalgo acts as gunner.



Boston's 350th

To stand on the flight deck of a modern aircraft carrier, to see the ornately-carved, white-painted bow of a ship that has 183 years of memories stowed away within its hull, is to witness in reality what is usually only read about in books. In a passing moment at Boston, two ships spanning nearly two centuries of American naval tradition came within 100 yards of each other.

The rest of the parade emerged from the haze and slowly sailed upriver. Bulging sails of the Tall Ships stood bright white against a clear blue sky with no rumor of clouds. Clustered around each windjammer were flotillas of smaller sailing craft, showing flags from 16 different nations: schooners, yachts, catamarans—almost anything imaginable that sailed.

Following *Constitution* was the U.S. Coast Guard's training ship *Eagle*, 295 feet of spotless plank and sail, its emblem centered on a wide, diagonal red stripe down the hull. Two other U.S. ships trailed *Eagle*: *Regina Maris* (144') and *America* (105').

Next came the longest ship in Op Sail '80—*Juan Sebastian de Elcano* from Spain, with four masts and boasting a length of 370 feet. The green of its lower hull formed a thin line of separation between the ship's brilliant whiteness and the blue water beneath. Sailors stood in the rigging and on the yard-arms; their chanting could be heard faintly aboard *Kennedy*.

After *Sebastian* were Canada's *Bluenose II*, Denmark's *Creole* and *Danmark*, Norway's *Christian Radich* and Germany's *Gorch Fock II* (tying with *Eagle* as second longest at 295 feet). The parade ended with two South American entries and their flotillas—*Gloria* of Colombia and Ecuador's *Guayas*.

The stern of *Guayas* came into sight and a TV personality wrapped up his last interview on the flight deck. Net-



Clockwise, from top left: Using binoculars to view ships; spectator in the sun; Constitution passes Kennedy; Juan Sebastian de Elcano of Spain, stellar ship in the parade; members of Constitution's crew.





Boston's 350th

works switched back to regular programming. People left the bleachers and rode aircraft elevators to the hangar deck for their exit to shore.

The Navy would remember events in Boston this past spring and the part it played in the celebration. But the partnership wasn't unusual; Boston and the Navy have been together for a long time. *Constitution* was built in 1797 at Hart's Naval Yard, forerunner of the old Boston Naval Shipyard (started in 1800). For more than 160 years, it produced ships of historical and technological significance.

The day after the Tall Ships Parade, crowds poured onto the windjammers at piers for a closer look. Of course, the greatest attraction was "Old Ironsides," with its Navy crew dressed in 1812-style uniforms.

When Isaac Hull commanded the ship (1810-12), he decided that his personal boat crew should look their best, so he dug into his own pocket and bought outfits of his own design for the boat crew. Today, crew members assigned to the old frigate wear copies of those uniforms and call their duty the best in the Navy. They've gone a step further than just being there—the sailors have become a living part of the ship, taking its tradition to heart.

One of the 1812-clad sailors led a group of visitors on a tour of the main deck. He stopped by the helm. "This wheel was taken from the British ship *Java* after its surrender, when our own wheel was destroyed by cannon fire during that battle."

"When our own wheel was destroyed." Not their wheel, not the other guy's wheel, not the crew at that time's wheel, but *our* wheel. He took the people down a ladder to the gun deck, and stopped in front of one 24-pounder with a nameplate that read "Victory or Death." Early crews named their guns—a personal touch and, also, for luck in battle.

And it happened again as he explained, "When we defeated *Guerriere*,

a 49-gun British frigate..." A natural identification was formed with the ship and the exploits of previous crews. Others may think of "Old Ironsides" as a floating museum somehow detached from reality, but the crew does not. This ship is operational and commissioned in the U.S. Navy. There's a quarterdeck and a logbook and its record became part of the crew's record; once they stepped aboard, it became *their* ship.

The people, too, seemed proud to stroll the sunlit deck. Husband and wife held their child in the air for a closer look at the ship's bell. A teen-age girl with masses of black curls relaxed next to the 36-foot captain's launch on the main deck; she called to her younger sister who was admiring the ornate carving of a wooden door. Near a brace of cutlasses displayed on a bulkhead, one of the crew members posed for photos. Visitors of every age tramped up and down ladders, bent over to avoid beams in the low clearance below. Earlier in the day, three Navy reenlistments had taken place on the main deck. Not everyone gets to re-up on a ship that was built when George Washington was still around.

On the pier next to the ship, a long line of people waited for a chance to walk aboard and touch an honest-to-goodness piece of naval tradition. And

the wait didn't matter because all knew history is elusive and cannot be touched very often.

Many celebrators kept the valiant ship company at the Old Charlestown Navy Yard. Kids quenched their thirst and hunger at hot dog stands and cotton candy wagons. Carnival rides and amusements were also in full swing—blurred figures revolved on the merry-go-round as scratchy calliope music boomed from speakers.

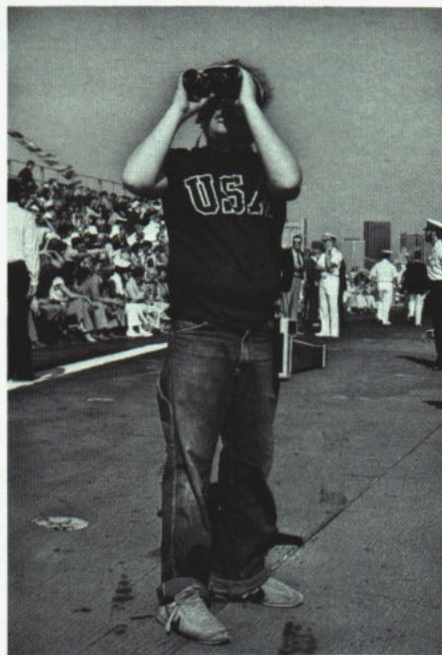
Shoppers bargained with sellers. Tables were filled with handcrafted jewelry and knickknacks from seashells that glow in the dark to cannonball paperweights. A little Boston girl, with flaming red hair and freckles to boot, pulled on the gold-embossed sleeve of a Navy master chief; she was selling writing tablets. "You'll need one," she explained, "when you go away on your ship."

Next to some senior citizens talking about which ship was the most beautiful in the parade the day before, a boy carried a large box of bagged peanuts. He spied two Marine officers in full dress and put away a handful of quarters. Crinkling his face, he offered a one-tooth-missing grin and asked, "Buy some peanuts, admiral?" The Marines fell victim to the grin and dug out some change.

Boston has been famous for parties in the past and the bash that marked its 350th year was no exception. On the two days of the weekend alone, more than three million showed up to get a glimpse of the Tall Ships. USS *Constitution* had about 31,000 visitors, and *Kennedy* fielded 340,000. There were about 1,300 local, regional and national media representatives who were accredited by the Op Sail '80 Press Committee; 286 of these were embarked aboard Navy units during their coverage of the Tall Ships in the harbor.

Samuel Adams certainly would have been pleased with all the publicity his home town, "The Birthplace of Liberty," had received. In the year 2030, the city's 400th anniversary celebration should also be something to witness.

—Story and photos
by JO2 P.M. Callaghan



Left: Some of the 4,000 spectators aboard Kennedy enjoy ringside seats for OpSail '80.

Right: This spectator was determined to get a close-up view.

1980-The Navy's Best

Sailors of the Year

What do two operations specialists and a utilitiesman have in common?

Being the Navy's best—the 1980 Sailors of the Year.

This year's top performers are Chief Operations Specialist Charles K. Herrington, the Shore Sailor of the Year from Fleet Combat Training Center, Dam Neck, Va.; Chief Operations Specialist Donald T. MacArthur, the Atlantic Fleet Sailor of the Year from the frigate USS *Jesse L. Brown* (FF 1089); and Chief Utilitiesman Melvin E. Neighbours, the Pacific Fleet Sailor of the Year from Naval Mobile Construction Battalion Five.

The three were honored at an award ceremony in Washington, D.C., in mid-July by the Navy's top leadership. In a special Pentagon ceremony, the Secretary of the Navy and the Vice Chief of Naval Operations awarded the sailors Navy Commendation Medals and promoted them to chief petty officer.

Admiral J.D. Watkins, Vice Chief of Naval Operations, said, "The spirit represented by these men and their families provides the glue that holds the Navy together. And so this is important for them as individuals and for their families. More importantly, it's a symbol to all the Navy enlisted that we mean business when we say that men like these are the heart of our capability to carry out the national objectives that the President has set for us."

Herrington, MacArthur and Neighbours were honored by the recognition

and obviously relished the moment.

"We're just a small fiber of what the U.S. Navy is today and will always be," said Chief Herrington, 26. "There are many people in the Navy who are top-notch. You work with them every day."

"We got our awards not because we

are the best, but because we are part of the best," said Chief Neighbours, 35.

"We can relish the moment, but when we go back to work, we have to prove ourselves all over again," said Chief MacArthur, 27.

The Sailor of the Year Program,



Atlantic Fleet Sailor of the Year Chief Operations Specialist Donald T. MacArthur receives his promotion warrant from Secretary of the Navy Edward Hidalgo. Opposite page: Shore Sailor of the Year Chief Operations Specialist Charles K. Herrington, his wife, Marty, and daughter, Elizabeth, with SecNav and Vice Chief of Naval Operations Admiral J.D. Watkins.

started in 1972 as a Chief of Naval Operations "people program" honoring the top Atlantic and Pacific sailors, was expanded a year later to include the state-side shore activities.

Competition for Sailor of the Year starts at the command level with sailor of the month or quarter. All active duty sailors, male and female, in paygrades E-4 through E-6 are eligible for nomination with two exceptions. First class petty officers, selection-board eligible for chief, are excluded as are recruiters eligible for Recruiter of the Year.

But for sailors to reach this plateau, they first must be recognized and recommended through their chain of com-

mand. This year's group acknowledges the need for more recognition of every sailor as a possible aid to the Navy's retention problem.

"That's one reason we're losing people. Some are not getting recognized for doing an outstanding job," said Neighbours. "The reason we are here is we had someone who took the time to enter our names for the award.

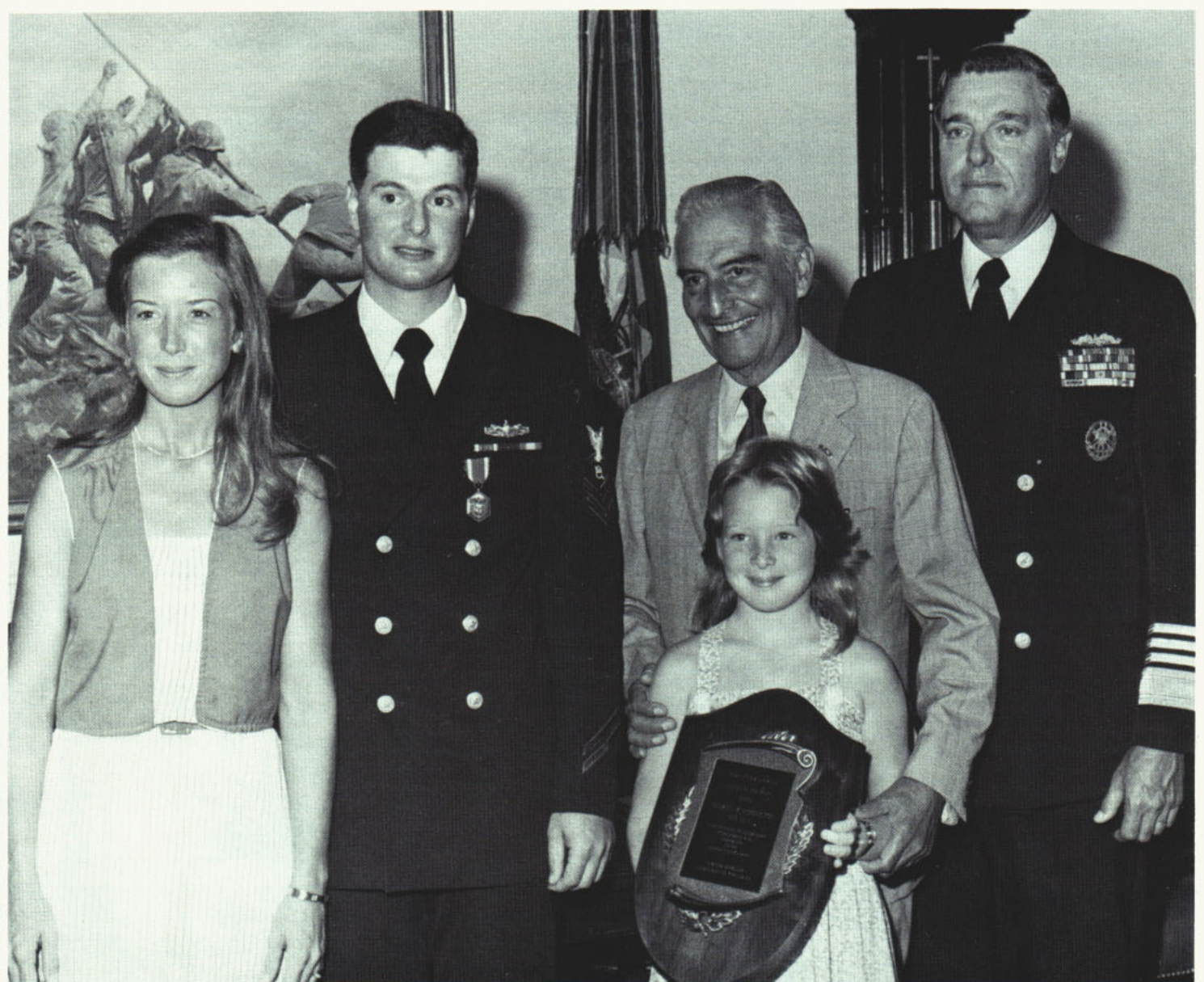
"Some people just don't want to be bothered with the paperwork. But they're going to have to start being bothered or else we'll lose more people."

As it has in the past, the Fleet Reserve Association (FRA) paid all ex-

penses for the winners and their families to visit Washington, D.C. After their D.C. honors, the winners and their families enjoyed five days R and R at places of their choice in the states, courtesy—again—of the FRA.

With their promotions, all three were reassigned for one-year tours with their fleet master chiefs. In their roles as special assistants, the three have specific ideas on Navy needs.

"Some recruits are treated like numbers throughout their first four years," said MacArthur. "The people responsible for their career growth in the Navy are not taking the time or responsibility to ensure it's there." →



Sailors of the Year

"Those first years are the critical years that are going to make or break a Navy career," added Herrington.

"A young man or woman comes in looking for responsibility and wanting to do a good job. Then somebody chops the legs out from under them when they're seamen or third class and kills their drive. Once that happens, the chance that they'll make the Navy a career is gone."

"The other part of the problem is the 'Do as I say and not as I do' attitude in others," said Neighbours. "We have to get our senior people to be more military if we expect the junior people to come around. If the seniors are not setting the example, we cannot expect miracles."

Awareness of the Navy family is also a major concern the Sailors of the Year

voiced. As the Navy moves more toward a family-oriented service, new avenues of assistance and counseling are being constructed for the Navy family.

"It really makes a difference to a sailor on deployment when he knows his family is being taken care of. He can get into his job and perform better," said MacArthur. "The Navy now is starting to take better care of our families, but much has yet to be done. There are a lot of people in our Navy community who don't realize what is available to them while ships are on deployment."

"Part of our retention problem is not informing the family of exactly how our Navy works and what benefits there are from a Navy career," added Herrington.

"The Navy realizes the value of the

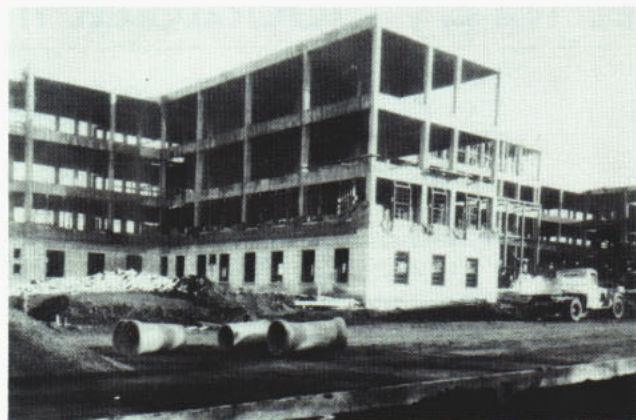
family," added Neighbours. "There are far more family men in the Navy today than there were 15 years ago. We really have to communicate with them so they can understand what programs and services are available for themselves and their families."

—Story by JOC James R. Giusti
—Photos by PH1 Dale Anderson

Pacific Fleet Sailor of the Year Chief Utilitiesman Melvin E. Neighbours and his wife, Marilyn, accept a check for their trip to Washington, D.C., and five-day R and R from the Fleet Reserve Association's National Financial Secretary Glenn Glezen.



VA Birthday



The Murfreesboro, Tenn., VA hospital under construction in 1938.

The U.S. Veterans Administration celebrated its first half-century of service to veterans on July 21, 1980. In the past five decades, the Veterans Administration has grown to be one of the largest of all independent federal agencies. The VA continues to help America's veterans and their dependents, thus fulfilling the sole purpose for which it was established.

Today, the VA runs the largest health care system in the nation, employing five percent of all the physicians in the United States. But besides providing medical care, the VA offers a vast array of benefits including compensation and pensions, education and training, guaranteed home loans, rehabilitative engineering research, readjustment counseling, drug and alcohol abuse treatment, and life insurance.

In 1930, the U.S. Veterans Bureau,

predecessor of the VA, maintained 54 regional hospitals. The first two decades of the VA were a period of construction as the newly formed agency expanded to 151 hospitals to meet the increased needs of veterans, particularly during the depression years. Today, the VA operates 172 hospitals.

After World War II, a gigantic expansion of VA facilities quickly became necessary, not only because of the vast increase in the veterans' population, but also because of the large number of new laws enacted by Congress for World War II veterans.

The GI Bill, signed into law June 22, 1944, is said to have had more impact on the American way of life than any other law since passage of the Homestead Act more than a century ago.

A 1928 scene in front of the VA, then known as the Veterans Bureau.



Under the original World War II GI Bill, some 7.8 million veterans participated in one or more training programs. Also, under the bill's loan provisions, the VA has guaranteed about 5,800,000 home loans totaling more than \$50 billion to World War II veterans.

In the 1950s, the United States took up arms against Communist aggression in Korea, and Congress responded by passing the Korean Conflict GI Bill. That was signed into law on July 16, 1952.

Aware of the benefits that flowed from both the World War II and the Korean Conflict GI Bills, Congress passed the so-called Post-Korean Conflict GI Bill — the Veterans Readjustment Benefits Act, which was signed into law March 3, 1966—for veterans who served after Jan. 31, 1955.

U.S. forces at that time were engaged in combat operations in Southeast Asia. During the Vietnam era, which began Aug. 5, 1964, and ended by presidential proclamation May 7, 1975, a total of 8,744,000 men and women served in the U.S. armed forces. The veterans' population had increased to almost 29.5 million when U.S. involvement in the Vietnam conflict ended in 1975.

Today, the VA is still caring for dependents of Civil War veterans and for hardy survivors of the Spanish-American War. It has been estimated that 45 percent of all adult American males are veterans, and that the VA will be caring for their dependents well into the 22nd century.

*—Photos courtesy of
the Veterans Administration*

Energy Savers Play to Win

This year's Energy Awareness Week (Oct. 27-Nov. 2) theme, "Save Energy Today—Protect Our Tomorrow," is more than a slogan to the people at Naval Ordnance Station (NOS) Indian Head, Md. At this small shore installation, tucked away on a Potomac River peninsula in southern Maryland, saving energy today is a way of life.

Known for its many contributions to the Navy's programs in missile propulsion research and development, ordnance manufacturing and propulsion systems maintenance, NOS is also becoming a leader in energy conservation among naval facilities. Some of the energy-saving programs implemented recently at the station are new; others are borrowed. Some, while immediately costly, will show long-range savings in both money and energy. Other projects are simple and immediately effective.

To reduce power consumption because of indoor lighting, the station purchased power reducers (similar to the dimmer switches some families use) at a cost of \$15 to \$20 each. An easily installed reducer will decrease usage by more than 150 kilowatt hours a year.

To keep spaces at the recommended temperature of 78 degrees Fahrenheit during warm weather, the station purchased air conditioner controllers costing about \$20 each. With the installation of these controllers, unauthorized persons are prevented from changing thermostat settings.

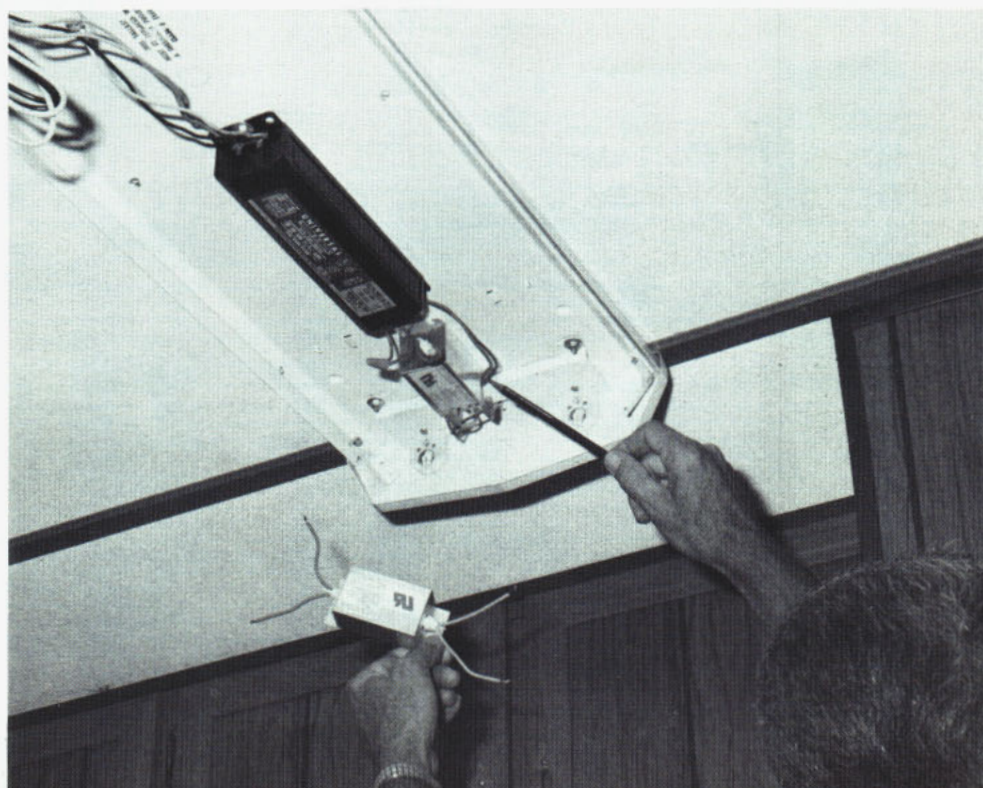
To reduce automobile gasoline usage, station employees quit using some base vehicles and purchased bicycles—some of them electric bicycles. The Navy even ordered subcompact cars to replace aging "gas eaters" at Indian Head.

One of the station's largest energy savings resulted from shutting down sections of the 27-mile-long steam distribution system to non-manufacturing areas during the summer. Another project under way is the installation of small steam or hot-water generators in critical buildings so that additional mains can be shut down.

A \$500 portable, card-programmable calculator is helping the station's utility division operators make the best decisions on the amount of electricity to "make" and the amount to "buy." The

power house has the capacity to generate most of the electricity used on station. The low pressure exhaust steam from the electric generators is used for industrial and space heating purposes. When the electrical demands exceed the heating demand, the operator is forced into a "make or buy" decision. The calculator is programmed by engineering personnel with the factors which are known in advance. The operators plug in such changing information as load, operating conditions and outside temperature in order for the machine to make the best recommendation to the operator in charge.

Under miscellaneous projects, NOS Indian Head is installing strip curtains of transparent plastic at the entrance to heavily-traveled passages and thermo-



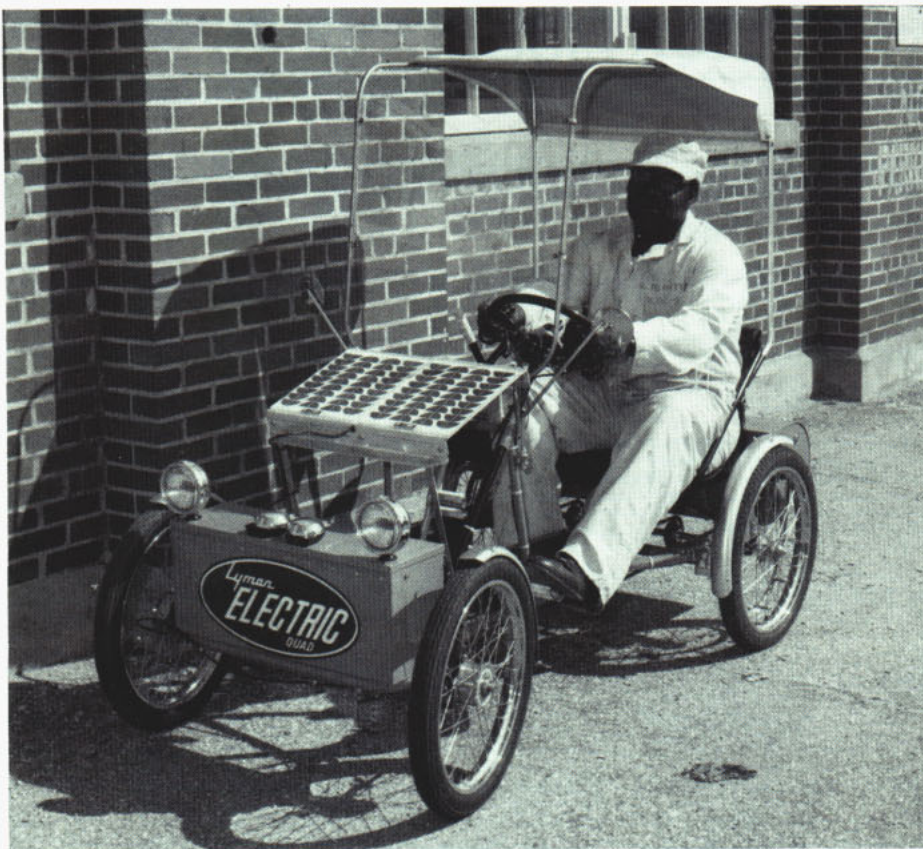
Power reducers help cut power consumption of indoor lighting.

statically-controlled ceiling blowers to force warm air down from the overhead on cold-weather days.

Indian Head, continuing its energy-conservation efforts, also expects to be able to shut down a mile of steam line by installing solar hot water systems in two or three buildings requiring hot water the year round.

The energy-conservation programs already in effect and those being planned have boosted Naval Ordnance Station Indian Head up to its 1985 goal of reducing energy consumption by 20 percent, using 1975 as a baseline. Organizations wishing to get more information about Indian Head's successful program can call Mike Green, program manager for energy conservation: AUTOVON: 364-4316/4320; comm.: (301) 743-4316/4320.

One of the electric quadricycles which will help reduce automobile gasoline usage at Indian Head.



VA-85 Saves Energy

More than 100 aviation squadrons throughout the Navy recently competed for the Secretary of the Navy Energy Conservation Award. The winner was Attack Squadron Eighty Five (VA-85) at Naval Air Station Oceana, Virginia Beach, Va. In a message to all Navy organizations, Secretary of the Navy Edward Hidalgo emphasized that VA-85's example should become the norm for all commands within the service.

Some of the steps that the "Black Falcons" took to reduce the consumption of energy were not new or complicated. It's just that they went about it in a serious manner; their energy saving programs worked because all hands were involved.

The number of squadron personnel driving their cars to work dropped by 51 percent because easy-to-arrange things like carpooling, busing, bicycling and walking became more than just good slogans to promote the Navy's war on wasteful energy habits. Some down-to-earth, money-saving ideas regularly appeared in the Plan of the Day, encour-

aging VA-85 people to conserve at home, as well as on the job.

In addition to these simple energy-saving ideas, VA-85 personnel embarked on an innovative and aggressive campaign to find new ways to save resources. Daily work shifts were changed from three eight-hour shifts to two 10-hour shifts, thereby reducing electrical energy demands by four hours per day. Lighting in ashore hangar spaces was

reduced and cut off entirely when not needed; aircraft loads were reconfigured to reduce drag, thereby adding to fuel efficiency.

VA-85 will fly the Navy Energy Conservation Award Flag for a year, after which time it will go to the winning squadron in next year's competition; that is, to the squadron which can outdo the "Black Falcons."

—By LTJG G.R. Sawyer

The CO of VA-85 (left) thanks squadron members, who cut collective gasoline costs by \$500 a year, for their contribution to the energy conservation program.



A Place to View the



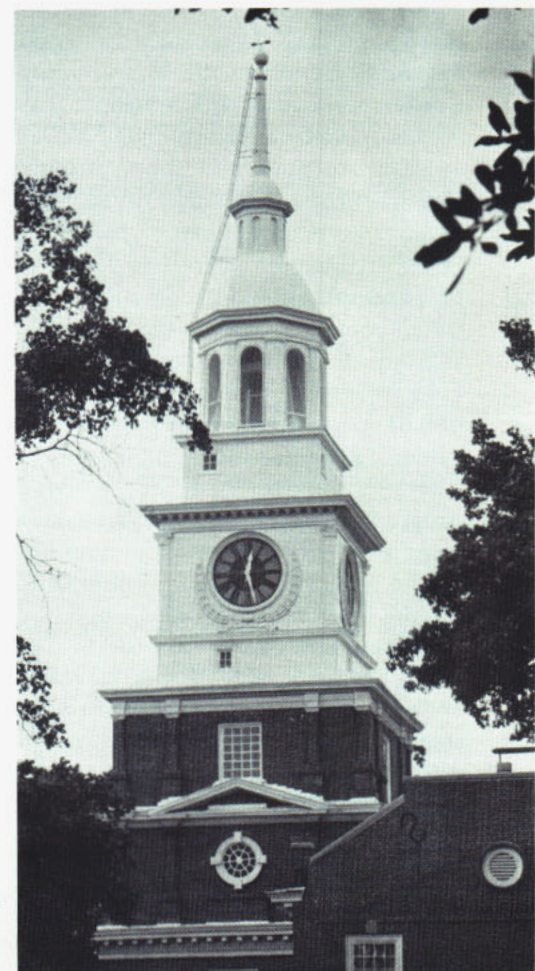
Exhibit of the Battle of the Capes off Cape Henry (above) features models of the French ships Langudoc and Marsellois which participated in that decisive naval action during the War for Independence. The exhibit also features contemporary maps of the Yorktown Campaign in 1781. Pennsylvania House (right), a reproduction of Independence Hall, was built for President Teddy Roosevelt's 1907 Jamestown Exposition. Opposite Page: An exhibit on carrier aviation from 1910 to the present features the propeller from the Curtis Pusher Aircraft used by Eugene Ely in his historic flight from a modified deck on USS Birmingham, the first shipboard launching, in 1910. Upper right: A Mark VI mine, the type employed in the North Sea mine barrage during WW I.

In Norfolk, Va., you are almost overwhelmed by the Navy's presence; the area has the richest naval history in the United States. It's a history ranging from the first permanent English settlement at Jamestown to hosting one of the largest naval bases in the world.

Now Norfolk has a place dedicated to telling the Navy's history—the Hampton Roads Naval Museum.

The museum is housed in "Pennsylvania House" at the Naval Station, Norfolk. This house was built for the 1907 Jamestown Exposition; it was used as the naval station's officers' club from 1948 until 1975.

More than a place to view a collection of antique naval hardware, the Hampton Roads Naval Museum tries to



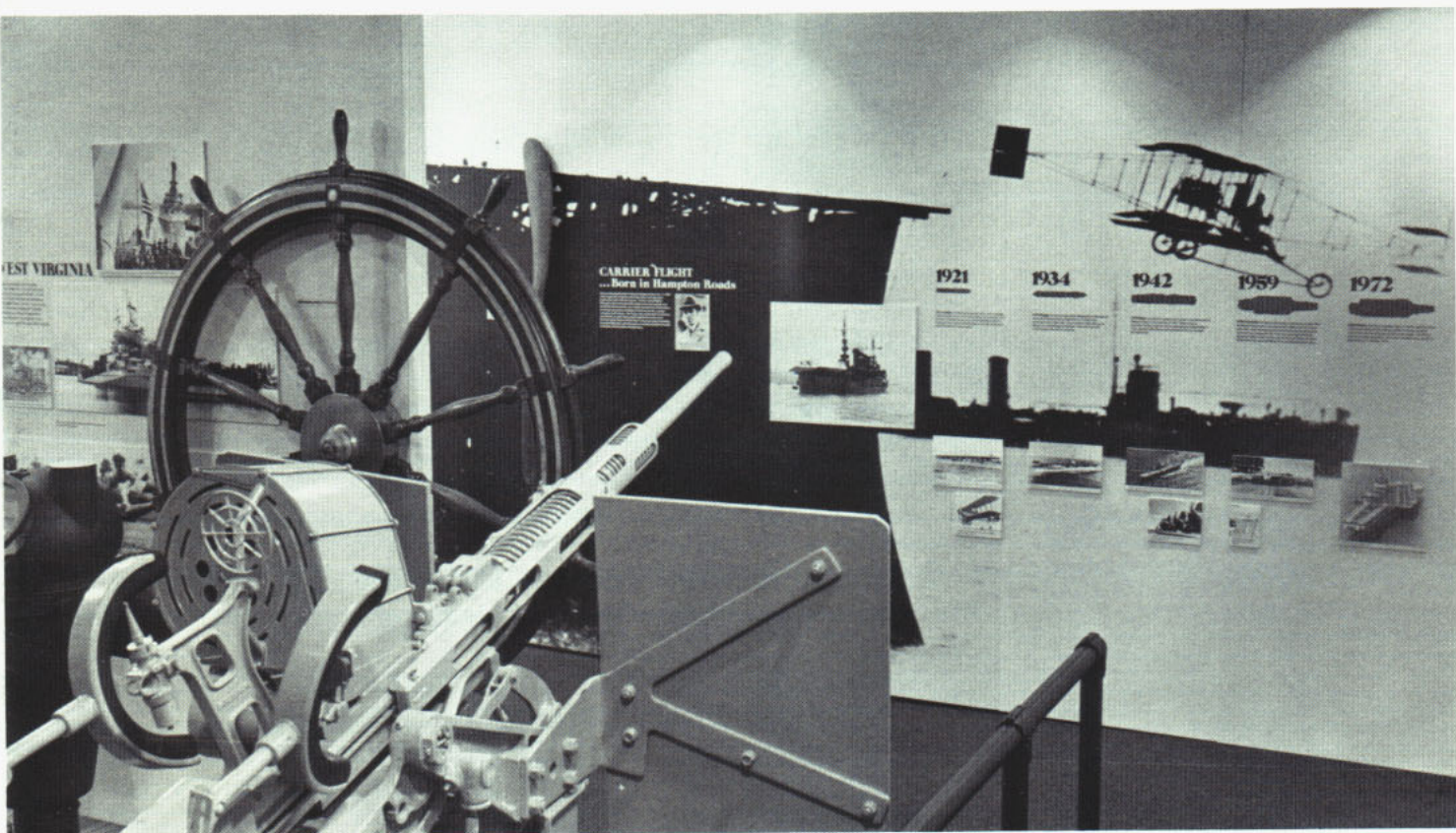
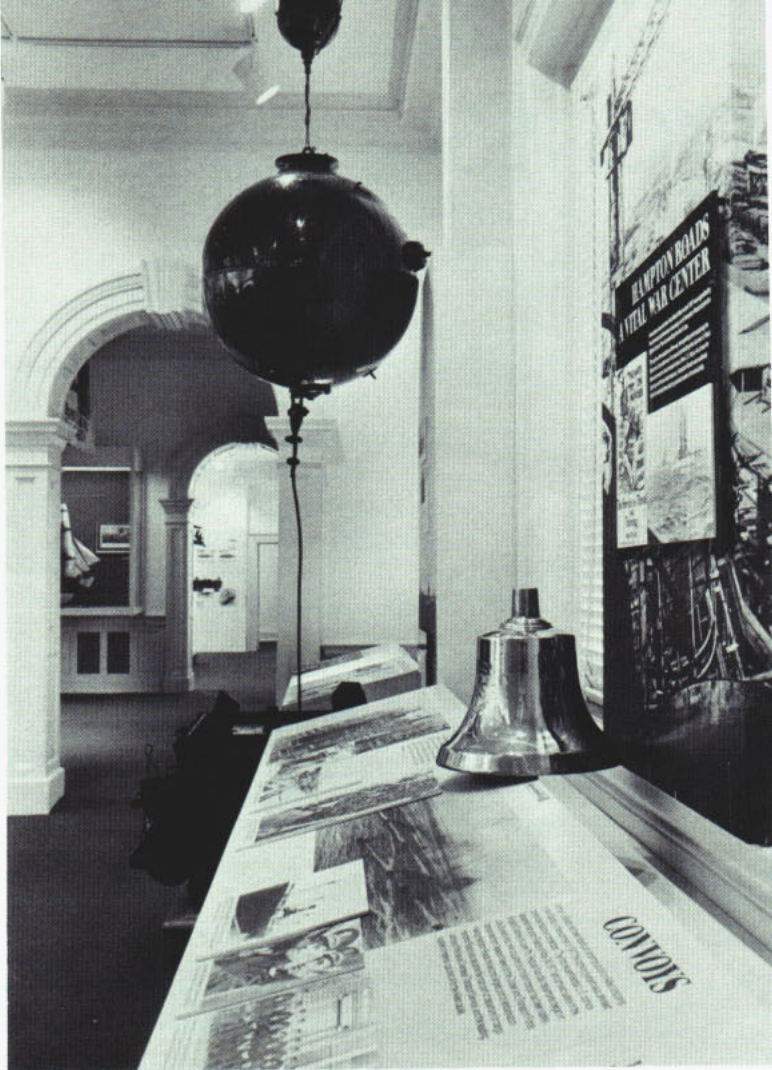
Past

help visitors understand the Navy's important role throughout our nation's history. In addition to static displays of naval memorabilia, it uses multimedia presentations to portray naval history from sailing ships to today's nuclear Navy.

The Pennsylvania House also contains a library, the North Atlantic Treaty Organization (NATO) conference and reception rooms, and administrative offices.

The museum is open to the public through the Naval Base Information Center on Hampton Boulevard where tours can be arranged. It is also open on weekends.

—Photos by PHC Claude V. Sneed



Currents

6,830 New Chiefs

Good news has gone out in NAVOP 132/80 for 6,830 first class petty officers telling them they have been selected for promotion to chief petty officer. The (E-7) selection board had been authorized to select 6,941 new chiefs, so 98.4 percent of quota was tabbed—indicative of the high quality of this year's candidates. Some 19,136 prospective candidates were reviewed by the board with 34.7 percent being identified for promotion. A full quota of new chiefs was selected in all ratings except ABE, BT, EW, FTG, FTM and GMM. The board selected 13 people as chiefs in the new religious program specialist rating against the original ceiling (which was later amended) of 11. The first increment of promotions was slated for Sept. 16. However, most selectees are eligible for frocking, which allows them to wear the uniform and receive most of the benefits of the higher grade—except pay and allowances. ALNAV 42-80 contains details on frocking.

DEERS Arrives On West Coast

The Defense Enrollment/Eligibility Reporting System, called DEERS, has arrived on the West Coast. It began operation at uniformed services installations in Central and Northern California, Oregon and Nevada (less Las Vegas area) on Aug. 1. Personnel support activity detachments at Treasure Island, Alameda, Oakland, Moffett Field, Mare Island, Lemoore, Monterey, Centerville Beach, Fallon and Portland are involved. Ships and squadrons homeported in the enrollment area are also participating. Initially, the system's primary use will be in the health care area. DEERS uses a computer-registration program to make quick eligibility checks on active duty and retired members and their family members seeking care at uniformed services medical facilities. DEERS safeguards entitlements of service personnel by identifying ineligible people who may apply for health care. In the future the program will be used in commissaries and exchanges. The system combats fraud and waste and also provides planners with a more accurate picture of the beneficiary population. The system first went into operation in the Tidewater, Va., area on Feb. 27, 1980. It should be in operation throughout the continental United States by the spring of 1982 and worldwide a year later. Enrollment in the system is the key to its success. Procedures for registration vary according to duty status of the sponsor.

—Active duty members are automatically enrolled using information from the Manpower Personnel and Training Information System (MAPTIS).

—The active duty sponsor must fill out a DD Form 1172, the same form used to issue dependent ID cards for family members.

—Retired members are automatically enrolled. It is the retiree's responsibility to enroll family members. An enrollment package will be sent to retirees by the Department of Defense.

—Survivors of deceased and retired Navy and 100 percent disabled American veterans and former members, will also receive an enrollment package from the Department of Defense.

—Upon completion of the enrollment process, eligibility checking will commence at Naval Regional Medical Center, Oakland and at selected branch clinics throughout the enrollment area.

PRO-Navy Update

The spring campaign for PRO-Navy (Prospect Referral Operation-Navy) was a great success. Over 6,000 quality referrals were received during the period April 15-July 30, 1980. The primary objective of the PRO-Navy program is to get all Navy people, civilian as well as military, involved in referring potential Navy members who are of high quality and also age qualified (17-27 years old) to Navy recruiters. The simplicity of the program has been the key to success. All that must be done is to fill out a PRO-Navy referral card, available on board all Navy ships and shore facilities, with the name and address of the potential Navy member and drop the card in the mail. Recruiting command headquarters receives the card and the local Navy recruiter is notified. The local recruiter will personally contact the potential Navy member. PRO-Navy is continuing and has tremendous potential for ensuring that the Navy continues to be manned by quality men and women. This program needs the support of everyone involved. If there are any questions concerning PRO-Navy, contact your command career counselor or write: Commander, Navy Recruiting Command, 4015 Wilson Blvd., Arlington, Va. 22203 (ATTN: Code 54); or call: AUTOVON 226-4795 or Comm. (202) 696-4795.

You Can Say "No"

A Navywide campaign aimed at better health for all members of the Navy has been launched by the Department of the Navy and the National Cancer Institute. It's called NACAP (Navywide "Clearing the Air" Program) and its purpose is to educate Navy people about the harmful effects of smoking and to offer help to smokers who want to quit. Saying "no" to a cigarette habit that has continued for years is not an easy thing to do. It takes will power and a lot of determination. But it can be done; 30 million people have already proved that by kicking the smoking habit. If you're a smoker who wants to quit, you can learn to say "no." The Navy will help you. For information on how to quit, write to

"Clearing the Air"
Box NACAP - AH
National Cancer Institute
Bethesda, Md. 20205

Currents

Something to Sit On When You Return

There has been a revision in procedures for overseas personnel who wish to order American-manufactured furniture for delivery upon their arrival in CONUS. Navy Exchange patrons now may order furniture six months before their anticipated return on PCS Orders. Previously, those taking advantage of the stateside furniture delivery program—established in 1978—had to have PCS orders in hand and could order only within 90 days of the effective date of those orders. Under the new procedure, a person anticipating orders from an overseas location to CONUS within six months may order furniture through the exchange. This furniture will be delivered as part of the household goods moving allowance as long as such shipment does not—when added to items being moved from elsewhere—cause the total shipping weight to exceed the member's maximum allowance. Any excess weight would be shipped at government expense, but the member would then have to pay the government for any resulting excess freight costs. The new procedure—moving the ordering date up three months—promises to provide more dependable delivery of the furniture ordered. In the past there has frequently been insufficient time to enable the ordered items to be manufactured and delivered. The furniture ordered must be paid for before the order may be forwarded to the manufacturer. Full details of ordering procedures are available at overseas Navy exchanges.

In Brief

Badger Scores First in Mid-Pacific. . . . USS *Badger* (FF 1071) became the first surface ship to launch a *Harpoon* missile in the mid-Pacific Ocean on July 24. The successful firing resulted in a "bull's-eye" hit on an over-the-horizon target.

Light 40 Candles for *Prairie*. . . . The San Diego-based destroyer tender USS *Prairie* (AD 15) marked the 40th anniversary of its commissioning on Aug. 5. A birthday celebration was held Aug. 12 in San Diego, following *Prairie's* return from Pt. Mugu.

White House Fellows Applications Available. . . . Applications for the 1980-81 White House Fellows competition are now available. Persons selected as White House Fellows serve for one year in positions within the administration which offer first-hand insight into the process of our country's government. Application forms will be available until Nov. 1 and must be completed and returned before Nov. 17, 1980. To obtain an application write: The President's Commission on White House Fellowships, 1900 "E" St., NW, Washington, D.C. 20415. For details about the program consult NAVMILPERSCOM Notice 1560 or call the Navy program manager (NMPC 440) at AUTOVON 224-3321.

MONTHLY BASIC PAY*

EFFECTIVE 1 OCTOBER 1980

| Pay Grade | YEARS OF SERVICE | | | | | | | | | | | | | |
|--|------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Under 2 | 2 | 3 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 26 |
| COMMISSIONED OFFICERS | | | | | | | | | | | | | | |
| O-10 | 3942.90 | 4081.50 | 4081.50 | 4081.50 | 4081.50 | 4238.10 | 4238.10 | 4562.70 | 4562.70 | 4889.10 | 4889.10 | 5216.10 | 5216.10 | 5541.60 |
| O-9 | 3494.40 | 3586.20 | 3662.40 | 3662.40 | 3662.40 | 3755.70 | 3755.70 | 3911.70 | 3911.70 | 4238.10 | 4238.10 | 4562.70 | 4562.70 | 4889.10 |
| O-8 | 3165.00 | 3259.80 | 3337.20 | 3337.20 | 3337.20 | 3586.20 | 3586.20 | 3755.70 | 3755.70 | 3911.70 | 4081.50 | 4238.10 | 4407.90 | 4407.90 |
| O-7 | 2629.80 | 2808.90 | 2808.90 | 2808.90 | 2934.60 | 2934.60 | 3105.00 | 3105.00 | 3259.80 | 3586.20 | 3832.50 | 3832.50 | 3832.50 | 3832.50 |
| O-6 | 1949.40 | 2142.00 | 2281.80 | 2281.80 | 2281.80 | 2281.80 | 2281.80 | 2281.80 | 2359.20 | 2732.70 | 2872.50 | 2934.60 | 3105.00 | 3367.50 |
| O-5 | 1559.10 | 1830.90 | 1957.20 | 1957.20 | 1957.20 | 1957.20 | 2016.90 | 2124.90 | 2267.10 | 2436.90 | 2577.00 | 2654.70 | 2747.40 | 2747.40 |
| O-4 | 1314.30 | 1599.90 | 1707.00 | 1707.00 | 1738.20 | 1815.60 | 1939.20 | 2048.40 | 2142.00 | 2235.60 | 2297.70 | 2297.70 | 2297.70 | 2297.70 |
| O-3 | 1221.30 | 1365.30 | 1459.50 | 1614.90 | 1692.00 | 1753.20 | 1847.40 | 1939.20 | 1986.90 | 1986.90 | 1986.90 | 1986.90 | 1986.90 | 1986.90 |
| O-2 | 1064.70 | 1163.10 | 1397.10 | 1444.20 | 1474.20 | 1474.20 | 1474.20 | 1474.20 | 1474.20 | 1474.20 | 1474.20 | 1474.20 | 1474.20 | 1474.20 |
| O-1 | 924.30 | 962.10 | 1163.10 | 1163.10 | 1163.10 | 1163.10 | 1163.10 | 1163.10 | 1163.10 | 1163.10 | 1163.10 | 1163.10 | 1163.10 | 1163.10 |
| COMMISSIONED OFFICERS WITH OVER 4 YEARS ACTIVE SERVICE AS ENLISTED MEMBERS | | | | | | | | | | | | | | |
| O-3 | — | — | — | 1614.90 | 1692.00 | 1753.20 | 1847.40 | 1939.20 | 2016.90 | 2016.90 | 2016.90 | 2016.90 | 2016.90 | 2016.90 |
| O-2 | — | — | — | 1444.20 | 1474.20 | 1521.00 | 1559.90 | 1661.40 | 1707.00 | 1707.00 | 1707.00 | 1707.00 | 1707.00 | 1707.00 |
| O-1 | — | — | — | 1163.10 | 1242.30 | 1288.20 | 1334.70 | 1381.20 | 1444.20 | 1444.20 | 1444.20 | 1444.20 | 1444.20 | 1444.20 |
| WARRANT OFFICERS | | | | | | | | | | | | | | |
| W-4 | 1244.10 | 1334.70 | 1334.70 | 1365.30 | 1427.40 | 1490.40 | 1552.80 | 1661.40 | 1738.20 | 1799.70 | 1847.40 | 1907.70 | 1971.60 | 2124.90 |
| W-3 | 1131.00 | 1226.70 | 1226.70 | 1242.30 | 1257.00 | 1348.80 | 1427.40 | 1474.20 | 1521.00 | 1566.60 | 1614.90 | 1677.30 | 1738.20 | 1799.70 |
| W-2 | 990.60 | 1071.30 | 1071.30 | 1102.50 | 1163.10 | 1226.70 | 1272.90 | 1319.70 | 1365.30 | 1413.00 | 1459.50 | 1505.70 | 1566.60 | 1566.60 |
| W-1 | 825.30 | 946.20 | 946.20 | 1025.10 | 1071.30 | 1117.50 | 1163.10 | 1211.10 | 1257.00 | 1303.20 | 1348.80 | 1397.10 | 1397.10 | 1397.10 |
| ENLISTED MEMBERS | | | | | | | | | | | | | | |
| E-9 | — | — | — | — | — | — | 1413.60 | 1445.70 | 1478.40 | 1512.60 | 1546.20 | 1576.20 | 1659.30 | 1820.40 |
| E-8 | — | — | — | — | — | 1185.90 | 1219.20 | 1251.60 | 1284.30 | 1317.90 | 1348.50 | 1381.50 | 1462.80 | 1626.00 |
| E-7 | 828.00 | 893.70 | 927.00 | 959.10 | 992.10 | 1023.30 | 1056.30 | 1089.00 | 1138.20 | 1170.60 | 1203.60 | 1219.20 | 1301.10 | 1462.80 |
| E-6 | 715.20 | 779.70 | 812.40 | 846.60 | 878.10 | 910.20 | 943.50 | 992.10 | 1023.30 | 1056.30 | 1072.20 | 1072.20 | 1072.20 | 1072.20 |
| E-5 | 627.90 | 683.40 | 716.40 | 747.60 | 796.50 | 828.90 | 862.20 | 893.70 | 910.20 | 910.20 | 910.20 | 910.20 | 910.20 | 910.20 |
| E-4 | 603.60 | 637.50 | 674.70 | 727.20 | 756.00 | 756.00 | 756.00 | 756.00 | 756.00 | 756.00 | 756.00 | 756.00 | 756.00 | 756.00 |
| E-3 | 580.50 | 612.30 | 636.90 | 662.10 | 662.10 | 662.10 | 662.10 | 662.10 | 662.10 | 662.10 | 662.10 | 662.10 | 662.10 | 662.10 |
| E-2 | 558.60 | 558.60 | 558.60 | 558.60 | 558.60 | 558.60 | 558.60 | 558.60 | 558.60 | 558.60 | 558.60 | 558.60 | 558.60 | 558.60 |
| E-1 | 501.30 | 501.30 | 501.30 | 501.30 | 501.30 | 501.30 | 501.30 | 501.30 | 501.30 | 501.30 | 501.30 | 501.30 | 501.30 | 501.30 |

* If no amount shown for a pay grade under cumulative years of service, the amount immediately to the left applies. In addition, basic pay is limited to \$4176.00 by Level V of the Executive Schedule.

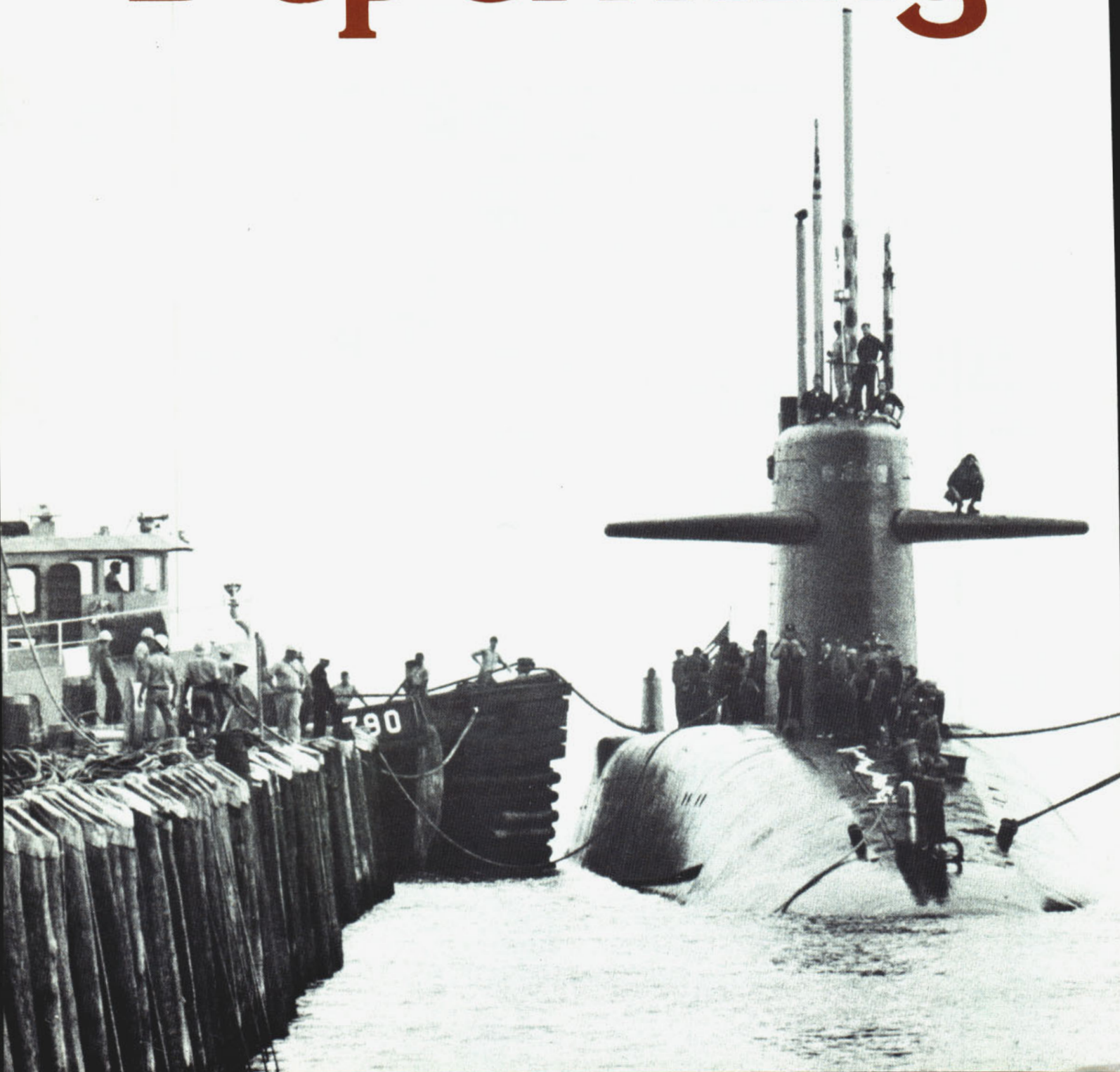
BASIC ALLOWANCE FOR QUARTERS

| Pay Grade | Without Dependents | | With Depend. |
|--------------|--------------------|--------------|-----------------|
| | Full Rate | Partial Rate | |
| O-10 | 427.80 | 50.70 | 535.20 |
| O-9 | 427.80 | 50.70 | 535.20 |
| O-8 | 427.80 | 50.70 | 535.20 |
| O-7 | 427.80 | 50.70 | 535.20 |
| O-6 | 384.00 | 39.60 | 468.60 |
| O-5 | 354.00 | 33.00 | 426.30 |
| O-4 | 315.00 | 26.70 | 380.40 |
| O-3 | 227.20 | 22.20 | 342.00 |
| O-2 | 240.60 | 17.70 | 304.50 |
| O-1 | 187.80 | 13.20 | 244.50 |
| W-4 | 303.60 | 25.20 | 366.60 |
| W-3 | 270.90 | 20.70 | 333.90 |
| W-2 | 235.50 | 15.90 | 299.70 |
| W-1 | 212.70 | 13.80 | 275.40 |
| E-9 | 229.20 | 18.60 | 322.50 |
| E-8 | 211.20 | 15.30 | 297.90 |
| E-7 | 179.70 | 12.00 | 277.20 |
| E-6 | 163.20 | 9.90 | 255.00 |
| E-5 | 156.90 | 8.70 | 234.30 |
| E-4 | 138.30 | 8.10 | 206.10 |
| E-3 | 123.60 | 7.80 | 179.70 |
| E-2 | 109.20 | 7.20 | 179.70 |
| E-1 | 103.20 | 6.90 | 179.70 |

BASIC ALLOWANCE FOR SUBSISTENCE

| | |
|--|-------------------|
| Officers: | \$82.58 per month |
| Enlisted Members: | |
| When on leave or authorized to mess separately: | \$3.94 per day |
| When rations in-kind are not available: | \$4.45 per day |
| When assigned to duty under emergency conditions where no messing facilities of the United States are available: | \$5.89 per day |

The Fine Art of Deperming



"Dear Sir,

I heard of an experiment, conducted in 1945, where magnetic generators and degaussers were used to concentrate a magnetic field on a docked vessel. In the beginning of the experiment, the ship turned a hazy green, then it supposedly disappeared, reappeared, and disappeared again around (Norfolk) Virginia after an invisible cruise. The crew members were affected adversely so that some were killed, some hospitalized, and some continued to disappear and reappear at various intervals. Can you give me any information on this?

*Sincerely,
A Concerned Citizen"*

Fact, fiction, or a little of both?

In 1945, a magnetic field was concentrated on a vessel, but it wasn't an experiment. Indeed, the ship wasn't the first, nor would it be the last to be subjected to such a field. The procedure, required for all Navy vessels, is known as *deperming*—a process by which a ship is demagnetized.

Navy tugs help position USS John C. Calhoun (SSBN 630) at the head of the slip.

The Norfolk Deperming Facility, unique among the three operated by the Navy, is an array of stilt-supported buildings encompassed by battered piers located in the middle of Norfolk's Elizabeth River. Its physical appearance is enough to make one question the purpose of the structure built on the spot where the *Monitor* and *Merrimac* fought the greater part of their historic battle so many years ago.

"It's possible," admitted Chief Warrant Officer Mick Slater, deperming officer, "that in 1945, something—lights, fog, or an electrical phenomenon—may have created what *appeared* to be a green haze around a ship."

It should be noted, however, that neither Slater, Lieutenant Commander Charles Stewart, degaussing division officer, nor the 35 enlisted men assigned to deperming have turned green (except on an occasional rough boat ride

to the facility) and none have acquired the power to disappear.

The importance of demagnetizing vessels was initially recognized in 1939 when the Germans mined the English Channel. The British, uncertain as to whether the mines were magnetically triggered or not, fashioned a contraption known as a "boatswain's nightmare" (magnets suspended on a cable towed between two ships) and succeeded in detonating a mine. It proved that the mines were magnetically triggered and made it imperative that some method of reducing a ship's magnetism be devised.

Later that year, the British captured and disarmed a mine for study. Within days, they devised a method for protecting ships from mines. The new science was termed degaussing/deperming.

Although degaussing and deperming go hand-in-hand, they are not synonymous. Degaussing is the method used to reduce a ship's magnetism by energizing the degaussing coils with direct current. "Gauss" is a unit of measurement



The Fine Art of Deperming

of magnetic flux density and is so named for Karl Frederick Gauss, a German physicist who conducted many of the early investigations into magnetism. Deperming, on the other hand, is the actual neutralization or stabilization of a ship's magnetic field.

The origin of the earth's magnetism is uncertain and, although magnetism has been studied for many years and much is known about what it *does*, science still doesn't know exactly what it *is*. It's known that the earth's magnetic field lies in a roughly north-south direction, but it is not constant in intensity or direction.

More important, though, is knowledge of the magnetic influence upon ships and how to compensate for it. Deperming is both a science and an art in that magnetic fields do not adhere to precise laws. Consequently, deperming varies from ship to ship.

What causes a ship to develop a magnetic field?

According to CWO-3 Slater, a ship takes on magnetic characteristics from the days its construction begins.

"How and where the ship was built has a lot to do with its magnetic signature," said Slater. "For example, if the ship is constructed in an actual north-south heading, it'll have a different magnetic property than one constructed in an east-west heading because the ship's field will have a tendency to line up with the magnetic field it's built in.

"If you take any piece of ferrous metal and bang on it with a hammer, the magnetic forces in that metal will start lining up with whatever magnetic field it's in," explained Slater. "When you construct a ship, there's a lot of pounding, twisting, bending, and welding going on. Consequently, every new ship has to be depermed to stabilize and correct the magnetic force so the ship's degaussing equipment can control that ship's magnetism. It's usually a one-time process for surface ships because of their built-in degaussing system of electrical coils which can be used to neutralize the ship's magnetic field. However, if a ship undergoes a major overhaul, it may have to come back to us."

Submarines are the exception to the

"one-time" deperm. They do not have any on board degaussing equipment; deperming gives a submarine a magnetic field that cancels the magnetism generated by the earth. Eventually, the earth's magnetism overcomes the boat's magnetism and then the submarine returns for another treatment.

Before a vessel is scheduled for deperming, it passes over a degaussing range run by the Degaussing Division located at Sewell's Point, near the entrance to the Elizabeth River. From atop a signal tower, a signalman monitors Navy ships entering the port. The signalman, using semaphore, radio, or flashing lights, determines whether a ship wants to use the range. If the ship requests degaussing, the signalman informs an engineer, who coordinates the procedure.

"We measure the magnetic signature of the ship as it passes over submerged instruments located in the harbor channel," said Jim Sanderlin, degaussing range technician. "If the internal degaussing system aboard the ship is calibrated properly, the signature we receive through our computer should approximate a straight line."

If the signature deviates drastically, Sanderlin informs the ship and advises them of the calibration settings which will neutralize the magnetic field. If the on board equipment cannot neutralize the field, Sanderlin will go aboard and inspect the equipment.

"If the ship's gear is working properly and the ship still doesn't come within tolerance, it may be scheduled for deperming," explained Sanderlin.

The actual deperming is performed by two engineers who, basically, operate and monitor the equipment used in the process. Why, then, are some 35 sailors assigned to the facility?

"It's one of the few shore duty stations where a great deal of physical work is the norm rather than the exception," explained LCDR Stewart.

The facility is built around three slips of varying sizes which can accommodate aircraft carriers, destroyers and submarines. Before a ship arrives, deperming cables weighing 2.2 pounds-per-foot have to be positioned across the bottom

of the appropriate slip. It's an all hands evolution which can take from one day for a submarine to four days for an aircraft carrier.

But there's more to deperming than simply laying the cables.

When a ship arrives, the backbreaking job of properly positioning it in the slip and snugly wrapping the cables around it begins.

Positioning a vessel—such as a submarine—is done entirely by hand; the only mechanical aid given the working party is capstans—one forward, one aft.

The submarine, aided by tugboats, arrives at the mouth of the slip; mooring lines are thrown to sailors on the pier, a bow line is attached to the forward capstan and a pier dolphin and the strenuous task of pulling the sub into the slip and correctly positioning it begins.

Positioning is critical to the deperming process. The sub must be within a certain distance—north/south and east/west—of the slip keel instruments. Three feet forward or to the left, for instance, of a pre-determined spot isn't good enough—the boat has to be right on. To ensure this, lines and capstans are frequently shifted, and steel cables, or "come-alongs", are used to stop the sub from shifting once in position.

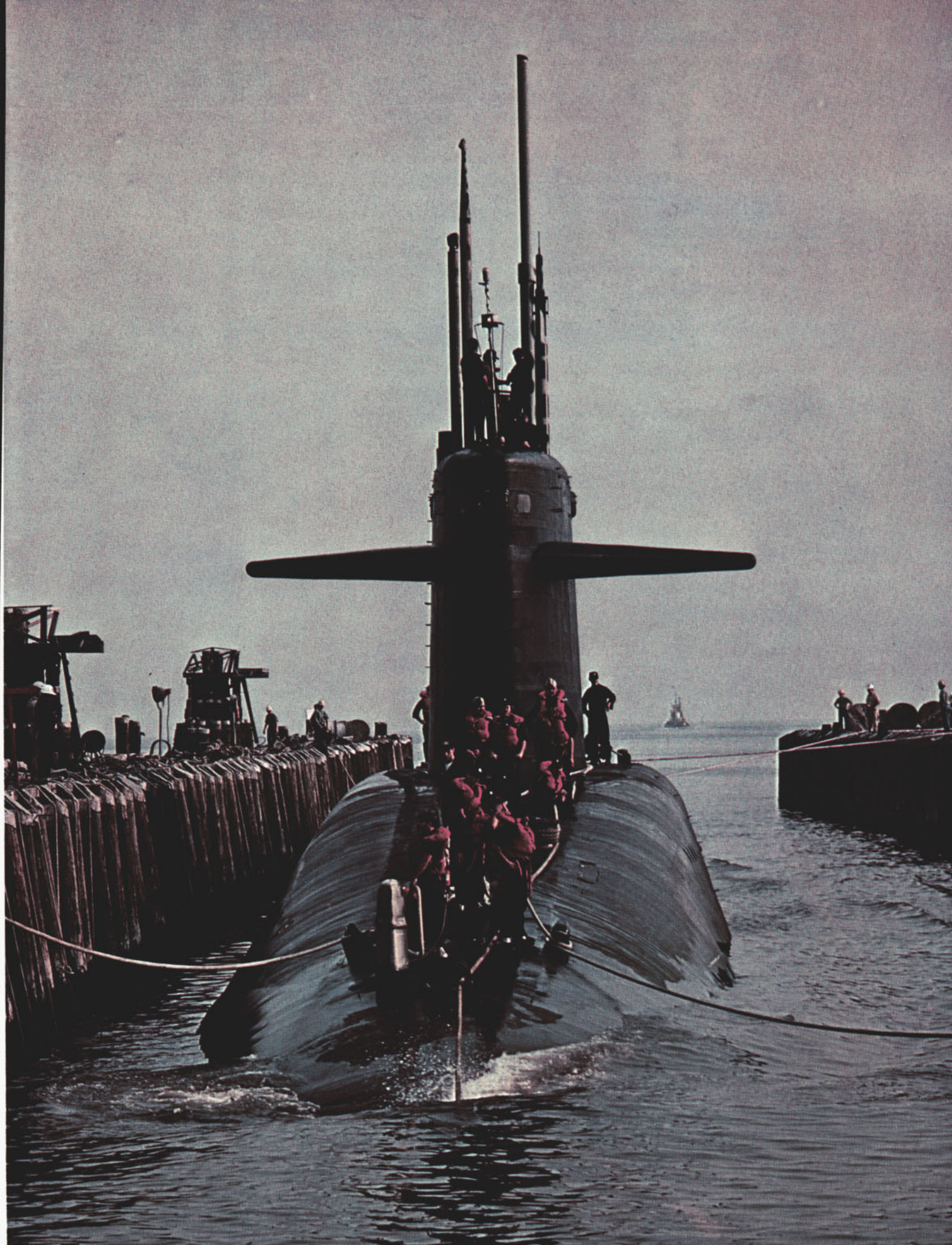
As if the job of manhandling the boat into place isn't enough, the working party has to contend with river currents, tides, and the elements and the wakes from passing vessels. These variables can turn a two-hour job into a much longer task.

After the sub is positioned, deperming cables are wrapped around the boat and electrical connections are made.

"It normally takes two or three hours, using a 30-man working party, to wrap a submarine," explained Slater. "Of course, it takes longer for a surface ship. We did the *Eisenhower* (CVN 69) last year and it took 12 hours, using a 300-man working party."

Before deperming begins, anything

Facility crewmen take over from the tugs to move Calhoun into position.



The Fine Art of Deperming

that may be affected by the process is removed from the boat. Then the sub's magnetic field is measured by a series of 54 keel probes located in the slip. A computer analyzes the field and cranks out a magnetic signature of the sub.

"Some parameters for deperming have to be estimated based upon the experience of the technical staff," said Slater. "You go by the ship's past history, its steel, the present signature, and how you *think* it's going to react. You take all these components and figure what the best solution will be—what current to use, etc.—to bring the ship within tolerance.

"Then you try it," continued the warrant officer, "and, if it works, beautiful. If not, then you have to start from ground zero and work your way back up."

With the rectifiers controlling the amount of current going into the cables, the submarine receives its first shot of electricity. That shot, however, doesn't remove any magnetism, but instead, turns the sub into a large magnet.

"We completely wipe out the boat's original signature with the first shot," said Stewart. "If you read the signature after that shot, it would be at least 50 times greater than when it came in."

"You'd have a very strong magnet," chuckled an engineer. "If it came alongside a tender, it would have a tough time getting away."

That first electrical shot transforms the sub into a large electro-magnet—a process similar to that taught in basic science classes in which a steel nail is wrapped with small bell wire and connected to a 1.5 volt battery. The nail, like the submarine, is made into an electro-magnet.

"The only thing we do differently is that once we create that electro-magnet, we reverse the process and make that nail, or sub, the same as it was before," said Stewart.

"Then, we reverse it again, cut the voltage of that battery down and the magnetic field decreases. During the process, the steel's magnetic forces are going 'flip-flop, flip-flop', back and forth, until they tire of doing that. Then, they

just lock in—some north, some south. Once we're finished," continued the de-gaussing boss, "we've done a better job than the earth did in the first place."

Stewart said, like any evolution, factors exist which, if safety precautions are not adhered to, could pose a danger.

"The cable insulation, for example, gets soft because of a combination of amperage and the ambient temperature," said Stewart. "When that happens, any protrusion on the ship (including barnacles), however small, can poke into a cable."

To minimize the heat, each electrical



shot lasts about 90 seconds with an hour between shots. This allows for cable cool down, but incidents still occur occasionally.

"We had one experience with a cable that was rigged over a sharp object on a ship. The cable got hot, the insulation melted, and the copper touched the hull and welded to the ship. That can happen, but we've never had any serious problems with damage to a ship."

Neither rain, nor snow, nor gloom of night—nor anything else—is reason enough to stop the deperming of a ship once the process has begun.

"The USS *Virginia* (CGN 38) was in last year during a two-day storm with winds of up to 80 knots," said Slater. "We had all we could do just to keep it in place—we couldn't work on it and we couldn't let it go."

"The worst thing you can do is partially deperm a ship and send it on its way. If we magnetize it very strongly and then stop the process, it would be such a strong magnet that it could attract trigger mines from probably 10 times as far away as normal."

Deperming isn't restricted to submarines and surface war ships. Coast Guard cutters, some aircraft and smaller vessels also require the treatment from time to time.

"Our engineers have devised a portable deperming unit with which they've spot-depermed F-14 *Tomcats* and the pilothouses on smaller ships," said Stewart.

"We've discovered that a protrusion extending forward from the very nose of the F-14 has an affinity for lightning," explained Stewart. "The metal, when struck by lightning, develops a magnetic field that plays havoc with the plane's instruments. Deperming, although not a normal process for the plane, is required in this case."

Stewart also pointed out that the pilot-houses of small craft sometimes require deperming for much the same reason as aircraft—instrument disruption.

In addition, spot-deperming can be performed on sections of vessels which have undergone welding which creates magnetic fields in the welded area.

Although a ship's magnetism cannot be completely eliminated, the science of degaussing/deperming has developed significantly since the days of the

"boatswain's nightmare" and has enabled U.S. Navy ships to sail wherever needed to perform their special tasks, unhampered by magnetic intrusion from above and beneath the sea.

—Story and photos
by JOI(SS) Pete Sundberg



SM1 Tom Bowden (upper right) prepares cable for wrapping the sub as another Calhoun sailor struggles to pull a one-half ton cable over the sub's tail. CWO-3 Mick Slater directs the sub to the spot where deperming will begin.



MARKS
08

| SN | DT | 10 | RECOVERY | STT | SN | REMS |
|-----|----|----|----------|-----|----|----------|
| | | | PROFILE | | | |
| 300 | 15 | X | | 41 | 09 | 300 L504 |
| 305 | 17 | X | | 39 | 10 | 305 |
| 207 | 15 | X | | | | 207 |
| 202 | 17 | X | | | | 202 |
| 443 | 15 | X | | | | 443 L50B |
| 110 | 17 | X | | | | 110 |

299.5
ORDO

| FB | DW | RAMP | READY |
|-----|----|------|-----------|
| | | | DECK |
| 611 | 15 | | 611 |
| 616 | 17 | | 616 NORDO |
| 302 | 15 | | 302 |
| 200 | 17 | | 200 |
| 306 | 15 | | 306 |
| 163 | 17 | | 163 |

| SN | DT | 10 | RECOVERY | STT | SN | REMS |
|-------------|---------|----|----------|-----|----|------|
| | | | PROFILE | | | |
| REF. RAD: | 330 | | | | | |
| BRC: | 330 | | | | | |
| WX: | E50 2FH | | | | | |
| ALT: | 29 92 | | | | | |
| PRI. DIVERT | : | | | | | |
| BRG: | 247 | | | | | |
| DIST: | | | | | | |
| WX: | E20 6H | | | | | |

| TANKER | NOI |
|--------|-----|
| SN | BRG |
| 500 | 110 |



Air Traffic Controllers

The Navy's Master Jugglers

In the early days of flying, air traffic control was strictly up to the pilots. It was a basic case of watch where you're going and watch out for the other guy.

This worked fine during ideal weather conditions when the pilot could see an oncoming aircraft from great distances. However, the need arose, especially in the military, for aircraft to be able to fly during all kinds of weather. This, coupled with growing numbers and types of aircraft, intensified the need for some way to control the movement of aircraft in flight. The risk of air collisions was becoming too great. Thus, a new field in both civilian and military aviation was born.

Today, civilian airports and all military services use air traffic controllers to help maintain safe, orderly and efficient movement of air traffic worldwide.

Although the job responsibilities of the Navy's 2,400 air traffic controllers are basically the same as those of other services, there is a slight difference.

Navy air traffic controllers not only assist aircraft onto and off 10,000-foot runways ashore, but also help Navy pilots land on the rolling, pitching decks of aircraft carriers.

This is not a simple task; it takes a person with unique qualities who also has specialized training. Navy air traffic controllers (AC) have these qualities and have the specialized training. They also have to nurture some special characteristics in their working environment.

The most obvious adaption is the controller's "third ear." The controller must listen to several communications coming from different areas simultaneously. He must listen to some five to 15 pilots at a time, each requesting instructions. He must listen to the supervisor who roams the control room giving instructions. He must also be tuned to the transmissions of other controllers in the room.

Another trait controllers have acquired has evolved from long hours working in the radar room, a "dark hole" where a massive array of electronic equipment appears to be decorated with Christmas lights. There, the controllers need the night vision of an

owl to watch the tiny blips of light that represent pilots and their aircraft moving across the pulsating glow of the radar screen.

To remember who and what all these blips of light represent, the controller has developed the memory of an elephant. In addition to remembering which blip represents which aircraft, the controller must also remember an aircraft's call sign, altitude, bearing, fuel state, approach speed and separation from other aircraft.

As if this were not enough, the controller must have nerves of steel to accomplish all these tasks and make important split-second decisions while exposed to the fast pace and controlled chaos of air operations.

Master Chief Air Traffic Controller Jerome Pilgrim, senior air traffic controller at the Air Traffic Control School in Memphis, Tenn., said, "An air traffic controller must be able to walk and chew gum at the same time."

"This is an oversimplification," Pilgrim said, "but it gives the idea of what we are looking for in a prospective air traffic controller. The AC must be able to retain information, give it a certain priority, and convey messages in a

Air traffic controllers on the job at one of the approach control positions and the approach control status board.

Air Traffic Controllers

proper and clear manner while making important, spontaneous decisions.”

Whether controllers are in a carrier air traffic control center (CATCC) or a control tower at a naval air station, the controller's rating skill, not necessarily rank, determines the position assignment.

“You may go to a CATCC,” said ACC Ray H. Snyder, CATCC course supervisor at ATC School, “and find an AC3 instead of a more senior controller working the most demanding controller positions. It all depends on the person's level of proficiency in the different controller positions.”

“It is the same for a shore facility,” AC1 Dave Ferguson said. “For instance, a chief air traffic controller who is transferred to another airfield control tower does not automatically take over as the tower supervisor. He must go through a period of indoctrination of and certification for the tower's control area just like any newly assigned controller.”

Basically, there are four control positions in a CATCC and three positions in a tower. The main differences in their operations are the rules to be followed and the assigned working hours.

Shore towers must abide by the rules of the Federal Aviation Administration (FAA); the CATCCs—in “blue water ops”—work under the Navy air operations guidelines (CV NATOPS). For example: a controller in a tower ashore must keep in mind the FAA's minimum aircraft separation of three miles; a CATCC controller normally separates the aircraft by two miles.

A controller assigned to a carrier will work in air operations or carrier control approach (CCA). These areas make up the CATCC which is located normally amidships one deck below the flight deck and two decks above the hangar deck.

The four controller positions in the CATCC are departure, marshal, approach and final control.

A departure controller provides either close or advisory control—depending on weather conditions—to all launch aircraft. If an aircraft is about to overtake a flight formation, the departure

controller advises the pilot of the problem.

The remaining CATCC positions are so closely tied together that a minor mistake by one will in some way have an impact on the others.

The landing sequence begins when the returning pilots report they're 50 miles from the carrier. At this time, the marshal controller contacts the pilots and assigns them their holding pattern radial/distance, carrier weather, recovery course, estimated arrival time and altitude at 1,000-foot intervals.

As the planes reach 20 miles, control is switched over to the approach controller. He ensures the aircraft maintain safe separation and assists pilots in their approach to the glide path and into the landing configuration at the 10-mile fix. A smooth approach is extremely important during this phase. Any deviation in descent or bearing leaves little time for correction by the pilot or final controller during the final approach stage.

At six to eight miles, the final controller takes over and guides the aircraft into a precise glide path and center line

alignment all the way in until three-quarters of a mile away. From there it is up to the pilot's skill and the landing signal officer's direction whether the aircraft will land safely. If the pilot misses the wire, he bolts and the whole process starts again.

A controller's positions and responsibilities at a naval air station are slightly different from those at sea. First, there are only three primary controller positions—flight data, ground and local control.

The flight data controller is mainly the secretary of the tower, coordinating all clearances and information with all the convening authority facilities, military and civilian alike. For instance, on shore, the approach control may be located at a large civilian airport, but clearances still must be obtained from them before a plane can leave the military airfield.

A ground controller monitors and controls movement on the ground of all aircraft taxiing, trucks crossing the runway and ground crews moving on the taxiways and ramp areas. The ground controller must obtain permis-



sion from local control to allow any movement across the runway.

Local control or "A stand" is the overseer of all tower and all airborne traffic over the field. Anything that goes on at an airfield is ultimately the responsibility of the local controller. In this regard, tower organization is different from CATCC. Major decisions aboard ship are not made by the controllers themselves. Permission must be obtained from the CATCC officer or the ship's captain. At an airfield, the controller makes all the decisions.

Regardless of where a controller is assigned, all air traffic controllers must go through the same training and meet the same strict FAA physical and certification requirements.

The never-ending training for ACs begins at the Air Traffic Control School, NAS Memphis in Millington, Tenn. The prospective air controllers go through more than 13 weeks of intensive "A" school training. Here, they learn to be the kind of controller the fleet needs.

"From day one, we stress teamwork, coordination and trusting the person working next to you," says AC1 Dave Ferguson, ATC "A" school instructor. "You must have trust in your fellow controllers' decisions and the pilots must have trust in the controllers' decisions. If there is a lack of trust, the frequencies and airwaves will be cluttered with disturbing conversations and air operations will suffer."

Upon graduation from "A" school and when students have satisfactorily met FAA requirements, they become certified tower operators (CTO). This does not mean their training is completed. When these CTOs report aboard their new duty stations, the training starts all over again. An AC, regardless of experience, must be certified at each new station to become familiar with the new operational procedures.

The air traffic control rating, much like other highly technical ratings, is constantly in a state of change. Innovations are always cropping up in equipment, training procedures and standards.

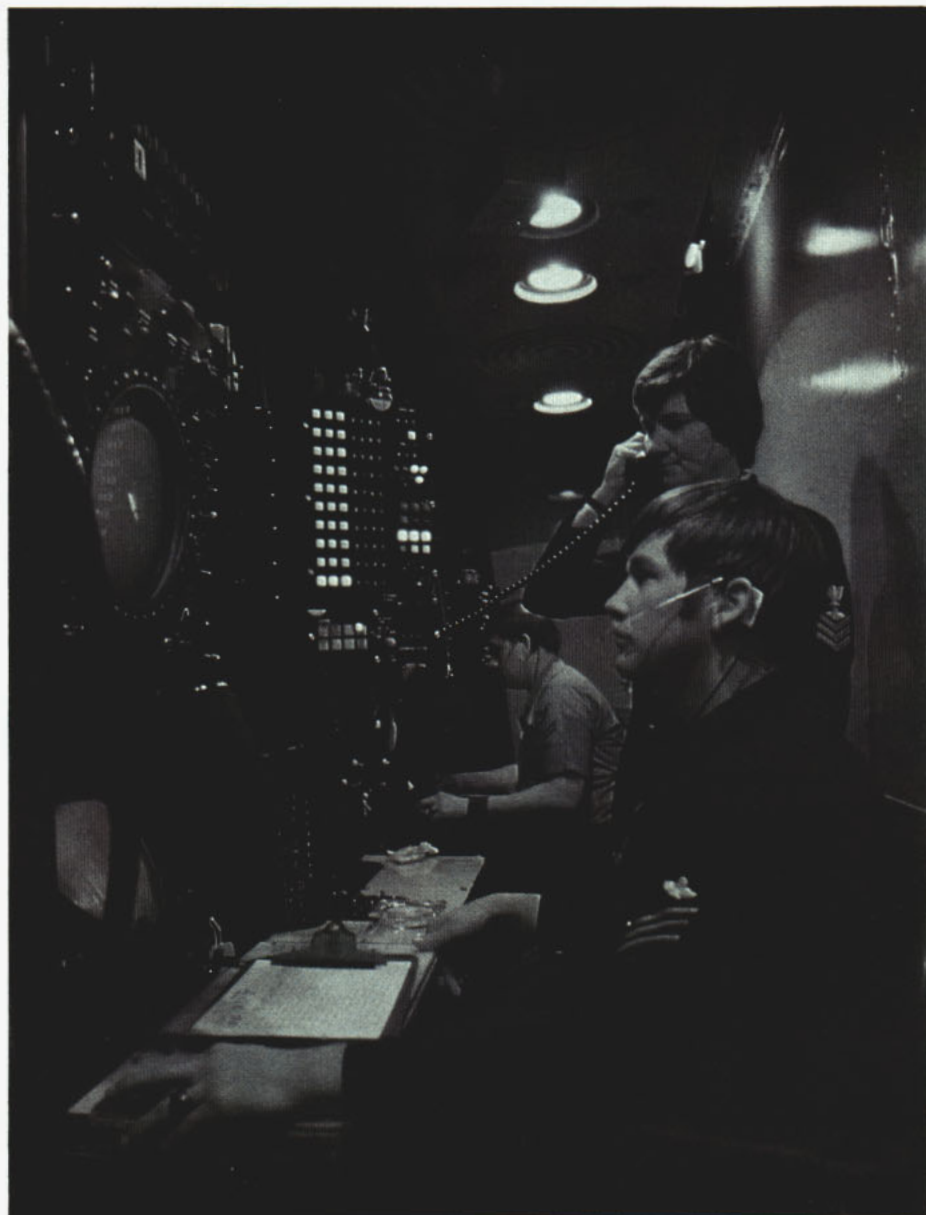
One innovation is the small 15G21 training simulator which will help to cure one of the Navy's age-old problems—a controller's skills getting rusty during non-flying hours. In the past, ACs kept their skills honed and new controllers were given orientation during actual air operations. But with the 15G21, multiple simulated aircraft targets can be generated on the carrier surveillance radar system and the automatic

carrier landing system during non-flying hours so the CATCC teams can maintain a high level of proficiency.

Prospects look good for the air traffic control rating. It is a highly marketable skill that draws quite a number of highly-qualified volunteers for the Navy's much sought-after ATC training.

"They come into the Navy with a good attitude," said Master Chief Pilgrim, "because they are seeking training in a field that will provide them with a feeling of self-satisfaction and pride. It is this self-satisfaction that turns them into the professionals they are."

—Story and photos
by PH1 Michael P. Wood



Left: A husband and wife team, instructors ACAN Frank and Kathleen Conflenti, monitor local flight patterns. Right: Ground-Controlled Approach supervisor AC1 Jeanette Armitage coordinates with NAS Memphis tower while final controllers ACAN James Duke (foreground) and AC2 Jim Jones (rear) prepare to talk down the aircraft.

Bearings

Albany Retires



The last of the large guided missile heavy cruisers, USS *Albany* (CG 10), has been retired from active service, ending a 35-year career. Replacing *Albany* as flagship for Commander U.S. 6th Fleet Vice Admiral William N. Small, is the destroyer tender USS *Puget Sound* (AD 38).

The turnover ceremony held recently in Gaeta, Italy, on the Gulf of Gaeta, marked *Albany*'s end of four years'

VADM William N. Small, Commander 6th Fleet, receives his framed three-star pennant from Master Chief Petty Officer Alvin J. Sniff on behalf of the crewmembers of the Admiral's former flagship, USS Albany.

service as 6th Fleet flagship. After the ceremony, *Albany* departed for the United States and decommissioning, which took place in August.

The tender *Puget Sound*, with a crew of 940 men and women, is commanded by Captain George W. Stewart.

Recognition Day

"At a time when our country seems often to be afflicted by self-doubt, I hope the entire nation can draw confidence and strength from the example of the POWs and MIAs. The American people should never doubt that our nation produces men and women who place their country above self."

That was the central thought of Rear Admiral (now Vice Admiral) William P. Lawrence's address at a Pentagon ceremony in Washington, D.C., on July 18—National POW-MIA Recognition Day. The admiral, who is Superintendent of the U.S. Naval Academy, spent more than six years as a POW.

The ceremony underscored the nation's resolve to obtain a full and accurate accounting of prisoners of war and missing in action servicemen from the government of North Vietnam.

Setting aside the day, President Jimmy Carter stated in his proclamation, "We must remember the unresolved casualties of war—our soldiers who are still missing. The pain and bitterness of war endures for their families, relatives and friends."

Admiral Lawrence told the audience gathered at the Pentagon—among them Secretary of the Navy Edward Hidalgo—that "... the most important quality to POW survival was faith. First, religious faith was an ever constant source of strength and comfort... Another important element of faith was just plain old patriotism... our sense of patriotism gave us the strength to resist the enemy's efforts to exploit us and to force us to be disloyal to our country."

He said that—while a POW—the "common goal was that all return home as sound and healthy as possible, having served our country with honor. Every act was directed toward that goal."

Admiral Lawrence concluded by saying, "We POWs and MIAs, more than most, appreciate our American way of life and we have been very proud to help preserve our cherished national treasure—our wonderful freedom."

Who Needs Skis?

In the canals and bayous of New Orleans, waterskiing is common. Among the avid waterskiers, however, a passerby could see an unusual style being practiced.

When retired Lieutenant Commander Jim Boyette skis, this former enlisted man uses only his bare feet; still, he averages speeds of 40 mph.

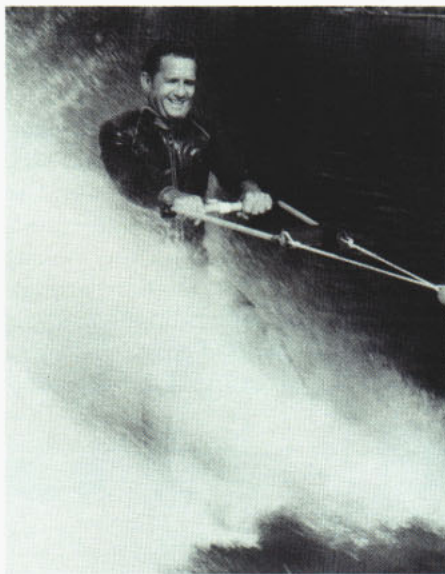
"The heavier you are, the faster you have to travel," said Boyette.

The current National Senior Men's Overall Barefoot Waterskiing Champion, Boyette is part of a growing number of waterskiing enthusiasts who have shucked their skis. He's held the title for two years running.

But national level competition for this type of waterskiing has only been held since 1978. In all, Boyette holds five of the eight possible national titles. He took the 1978 trick and slalom titles and the 1979 start method title.

But the former supply officer hasn't always been skiing barefoot. The 34-year Navy veteran began skiing barefoot at the age of 45.

"I come from Tampa, Fla., and I have been around water sports all my life," said Boyette. "Barefoot skiing was the next step."



In spite of his late start in barefoot competition and being matched against others with more competition experience, Boyette has dominated the senior men's division. The competition is held in three events and a skier must score

points in all events to qualify for the overall title. The events include the wake slalom in which a skier tries to cross a boat's wake as many times as possible in 20 seconds. The method he uses determines the point value of each crossing. Trick skiing competition is judged on the degree of difficulty attempted.

Besides his national titles, Boyette, now 52, also holds the 1977 Hawaii State Waterski Jumping title and the 1978 Sports Illustrated Magazine's Award of Merit. He was a member of "Team Hawaii," a group of five who represented Hawaii in mainland tournaments.

Before reporting to his last duty station at the Naval Support Facility in New Orleans, Boyette sharpened his barefoot skiing talents by entering the Australian Barefoot Master's Invitational.

"The Australians are recognized as the world's best barefooters. I think the experience of skiing with them made a marked improvement in my 'footing,'" he said. "It's what gave me an edge in winning my national titles."

— By JO1 Earl G. Farish

Lemoore Housing

Residents of U.S. Naval Air Station Lemoore, located in the heart of California's San Joaquin Valley, are witnessing one of the largest housing repair projects ever undertaken by the Navy. The contract, awarded to a civilian construction firm by the Navy Facilities Engineering Command, called for the renovation of some 1,300 of the station's 1,590 housing units—virtually all of the Alvarez Village area.

The \$36 million repair project, involving everything from needed plumbing repairs to landscaping, required entire neighborhoods to be temporarily relocated into houses not under repair. The first group of refinished homes was ready for occupancy during the summer.

Built in the early 1960s, NAS Lemoore



is home port for the Pacific Fleet's light attack squadrons and headquarters for

Commander, Light Attack Wing, U.S. Pacific Fleet.

Bearings

Haute Cuisine on *New Orleans*

French onion soup, mushroom quiche, corn timbale with sauce mornay, and buche de noel are foods not normally found aboard Navy ships. The USS *New Orleans* (LPH 11) is an exception. These and other uncommon foods are finding their way to sailors' tables since *New Orleans'* mess management specialists attended an intensive French cooking course.

Karen Gibson, instructor for the Gibson Girl Cooking School in San Diego, took the challenge of updating standard Navy recipes after Lieutenant Commander Tom Griggs, supply officer for

New Orleans, contacted her with the idea.

"Actually, it was my wife's idea," said Griggs. "She was attending the school and thought it would be a good idea to get our cooks to take the course."

"This was possibly the biggest challenge I had ever undertaken," said Mrs. Gibson. "At first, I thought it would be almost impossible to change the Navy's recipe cards and menus, but after looking at menus and food preparation facilities, I figured I could help brighten meals and also save on food costs."

What may seem like a simple under-

taking—arranging for the cooks to attend the course—involved completely reworking schedules. The men would come to work hours before reveille and cook for the ship's company during the day. After the evening meal, they barely had time to clean up and make it to class.

The course, regularly a month long, was crammed into six intensive lessons over a two-week period, with several lessons being held on board ship.

The original idea was to change the menu for the wardroom; there were some difficulties when evaluating those changes.

The wardroom menu is set up on a weekly schedule, similar to the enlisted mess. But to gain projected savings, the menu cycle would have to be altered so leftovers could be used in future meals. Mushrooms, breads and some vegetables could be used again in soups, quiches and salads. With proper storage, leftovers can be saved up to 72 hours.

With the alterations in the menu cycle, it was easy to give meals a change of pace. Because it was so simple, *New Orleans'* commanding officer extended the program to the enlisted mess.

One or two fancy foods are served each day with occasional full-course French meals served during the month. Additionally, changes were made in preparing other foods. Spiced dishes, fresh breads and pastries became common. "Getting back to basics," was how one cook described it.

"I feel the improvement was well worth it," said Griggs. "Plans are being made to reschedule the classes when new cooks transfer in."

"Most of them thought they couldn't cope with it when starting the course," said Mrs. Gibson. "They have done an excellent job, their attitude was good and they already knew how to read recipe cards correctly. Teaching this group has been personally rewarding."

—By PH3 Randy Hayes

Karen Gibson explains the fine points of deep frying to MSSN Jeff Kennedy.



Kobo Cottage Kids

For some 50 children of Kobo Cottage Orphanage in Hayama, Japan, near Yokosuka, the USS *Midway* (CV 41) and her crew are special. Last year *Midway* officially "adopted" the orphanage, and since then, crew members volunteer their time and effort to entertain the youngsters every chance they get. As a special gift last year, *Midway* sailors collected \$8,000 in cash for the orphanage.

Recently, the kids at the orphanage spent a day with their sailor buddies on a hiking trip along a mountain trail.

"Although the children don't speak English, it was evident from their reactions that they really had fun," said one *Midway* volunteer.

The sailors were a big hit, giving piggyback rides, making funny faces and performing a few tricks that "left some of us totally worn out," said one crewman. "But it was well worth it to see the happy smiles on those kids' faces."

— Story and photo by JO1 Dan Guiam



South Pacific Info Needed

The Micronesian Area Research Group (MARC), currently working on two projects about the Pacific Islands, needs copies of diaries, photographs, letters and general observations from individuals who have information on the Micronesia area.

The first project, The American Naval Period, deals with the first half of the century on Guam, entailing the naval administration on the island between 1889 and 1950. The second project is the War in the Pacific Historical National Park. The center has special interest in the Mariana, Caroline, Marshall and Gilbert Islands.

Although the MARC has begun a thorough search into the official documentation of both eras, they would like to tap as many private sources of information as possible.

Individuals who might have been in the South Pacific area, or know of others who have, and are willing to assist the center with information, should contact the director of either project at the Micronesian Area Research Center, University of Guam, UOG Station, Mangilao, Guam 96913.

Reunion at Sea

For the ships and men of the Commander Middle East Force operating in the Arabian Sea, 8,000 or so miles from home, each day is pretty much routine. For Fire Control Technician M Second Class Russell Robinson, on board USS *Richard E. Byrd* (DDG 23), a day at sea is, more than not, just like the day be-

fore. But one day recently, FTM2 Robinson spent a day at sea that he probably will never forget.

It started in the morning when he spotted the carrier USS *Coral Sea* (CV 43). He knew that somewhere on that flattop was his brother, Ross, whom he hadn't seen in two years.

Taking advantage of this "so close yet so far" situation, the commanding officers of *Byrd* and *Coral Sea* made arrangements for Ross Robinson to be picked up by helicopter during a routine mail run from *Coral Sea*.

After spending the day together, the two sailors said their goodbyes and Ross headed back to the carrier. For both brothers, home seemed a little bit closer.

Assault Craft Unit Two

At The Ready

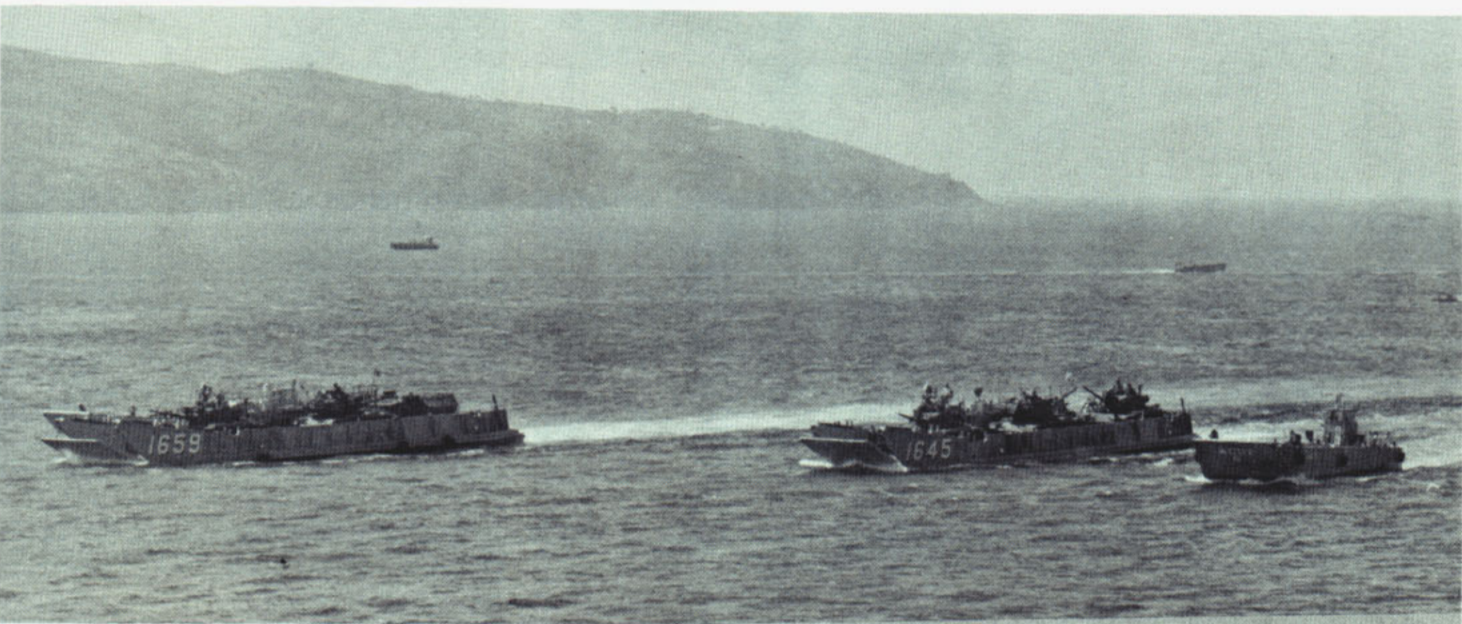
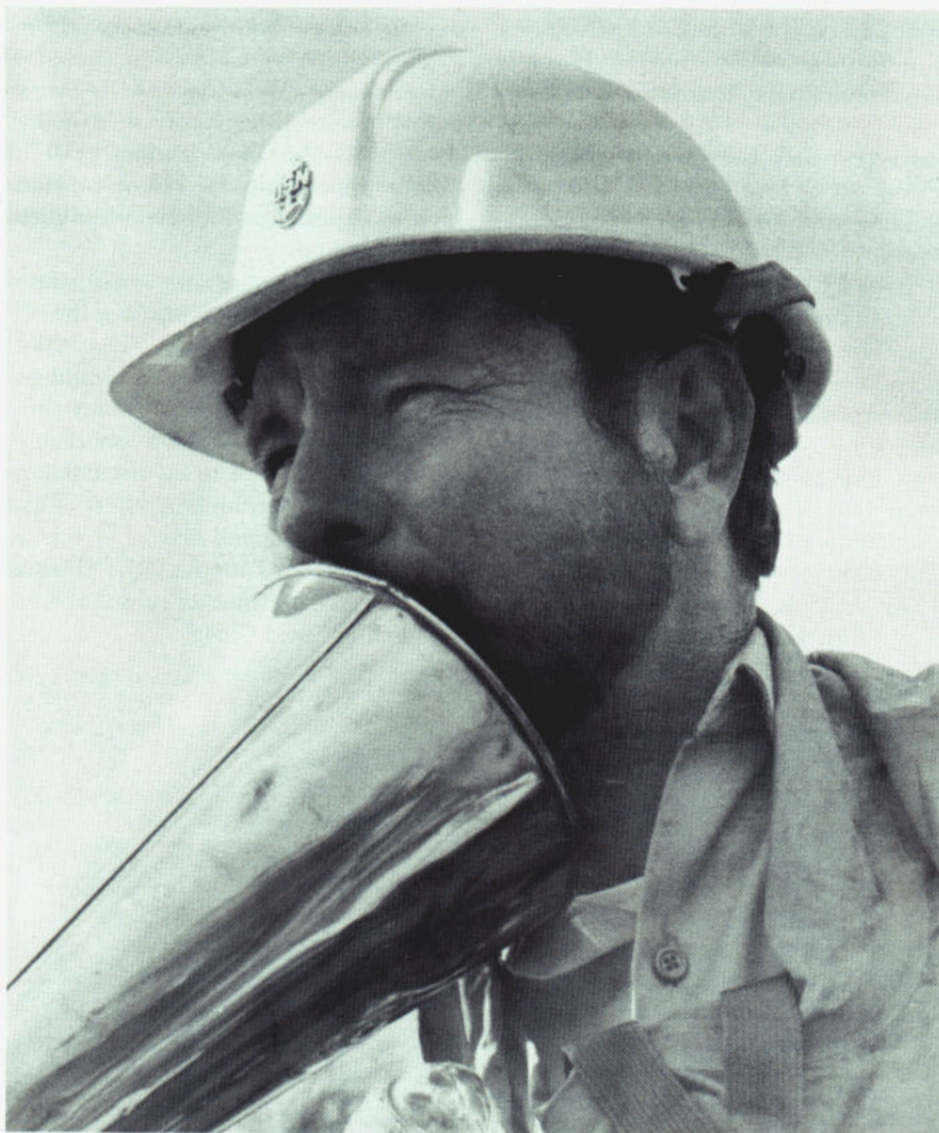


Only moments before, it had been a quiet and lonely stretch of beach, undisturbed except for a few giant sea turtles that played in the sand. But then the attack began. Tanks, trucks and Marines poured over the ramps of Navy landing craft and stormed ashore for the start of an amphibious assault training exercise.

Within the operating areas of the U.S. Navy's 2nd and 6th Fleets, all U.S. amphibious landing maneuvers are carried out with the aid of landing craft—and crews—provided by Assault Craft Unit Two (ACU-Two) from Naval Amphibious Base Little Creek in Norfolk, Va. The unit's counterpart for amphibious operations in the Pacific is ACU-One.

For typical assault landings, ACU-Two assigns three LCUs (landing craft utilities) and two LCM-8s (landing craft mechanized) to transport troops and supporting equipment from larger "mother" ships that remain offshore. Each 200-ton LCU can carry as many as 400 combat-equipped Marines and up to three tanks, or a variety of other cargo, such as surf cranes, bulldozers, communication vans, jeeps, trailers and ar-

Left: A crewman from USS Newport (LST 1179) gives the go-ahead for transferring a tractor from LCU 1664 to the tank landing ship. Right: BMC Charles Weger, officer in charge of LCU 1664, relays commands to the helmsman and throttleman. Below: Two LCUs, flanked by an LCM, transport tanks to the beach.



Assault Craft Unit Two

tillery. The smaller, 70-ton LCM-8s have space for one M-60 tank or 200 Marines. For large-scale operations, like the Guantanamo Bay Reinforcement Exercise in October 1979, and for exercises that may last several months or more, ACU-Two furnishes additional landing craft and the crews to operate them.

Each LCU is under the command of a "craftmaster," usually a chief or first class boatswain's mate. Nine other crewmen, consisting of an engineman, electrician's mate, mess management specialist, boatswain's mate, quartermaster and four non-rated seamen and firemen, handle the ship's gunnery, deck, communications, supply and engineering tasks.

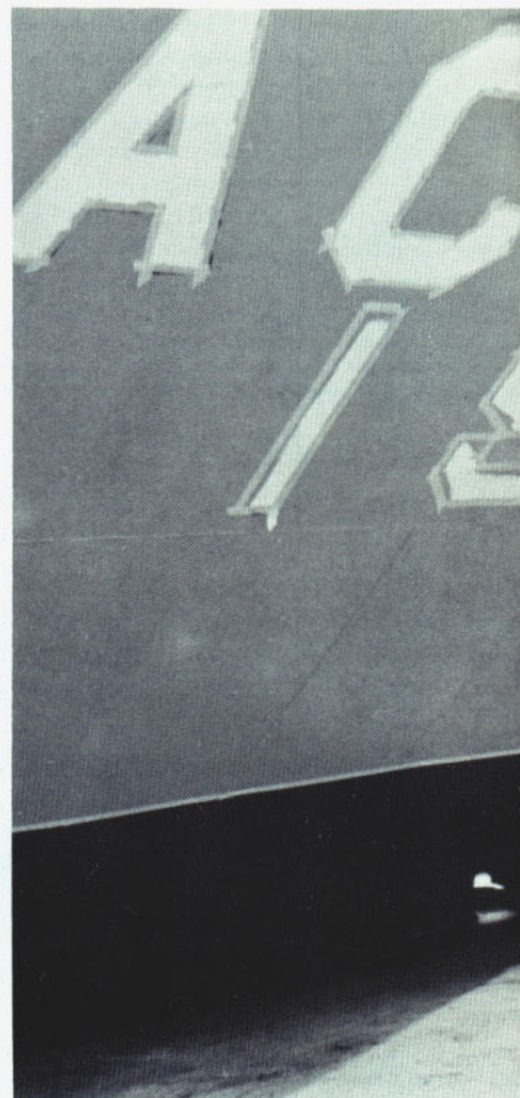
An LCU is self-sustaining in every way. With a complete galley and ade-

quate berthing facilities, an LCU can deploy independently for a month or even longer.

Commander W.L. Clegg, ACU-Two's commanding officer, considers being the craftmaster of a landing craft a unique opportunity for senior enlisted men to experience the responsibilities of a command.

"We treat the entire craft as a separate command and the craftmaster is the officer in charge," said CDR Clegg. "We go to the craftmaster like we would go to the commanding officer of any ship whenever there is something concerning that craft that needs to be discussed."

The craftmaster and members of his crew normally spend a two- or three-year tour aboard their LCU. "During that time, the craftmaster runs the show on his ship," said Clegg.



Several months of practical experience, classroom training, completion of personnel qualification standards and passing a comprehensive written examination are required before a petty officer can qualify as a craftmaster.

Craftmaster Chief Boatswain's Mate Douglas W. Moore of LCU-1661, for one, admits that it is not an easy responsibility. He said it required knowledge of and attention to every detail aboard ship, "from the top of the mast-head light to the keel."

Being responsible for his nine crewmen is, perhaps, Moore's biggest challenge. "Leadership is more than giving orders," he said. "Being the skipper means you have to pay close attention to your crew's needs and their wants. If the craftmaster takes good care of his crew, they'll take care to do a good job."

ACU-Two's LCM-8s, though smaller than the LCUs, require no less responsibility and professionalism from their crews. Like craftmasters, the coxswain of an LCM-8 receives extensive training in such areas as inland and international rules of the road, weapons, communications, supply procedures, first aid, and amphibious operations and tactics. To assist the coxswain—usually a second class boatswain's mate—are an engineman second class "chief engineer," an assistant engineer and a bowhook.

But unlike LCUs, the LCM-8s are not self-sufficient and must rely on the mother ship to furnish food, berthing space and living quarters during a deployment. Crewmen are assigned to an LCM-8 only for the duration of an assault exercise.

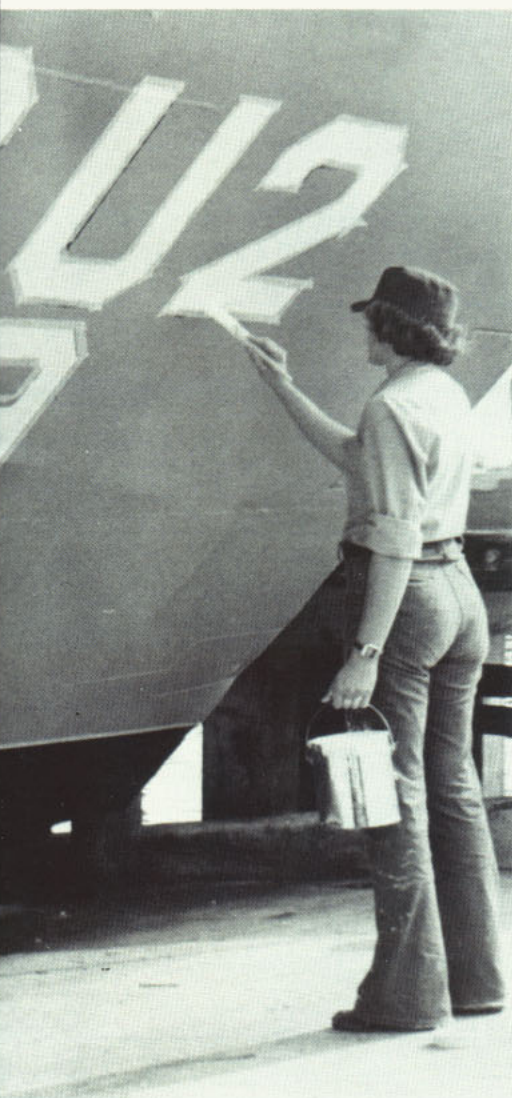
At their home base at Little Creek, the landing craft are maintained by support personnel from ACU-Two's five major departments: operations, landing craft, supply, maintenance and repair, and administration.

Through their behind-the-scenes efforts, these men and women take care of some 63 craft, providing whatever is required to ensure that ACU-Two's landing craft continue to be a highly visible and effective part of Atlantic Fleet amphibious operations.

—Story by Karen Parkinson

—Photos by Pam McDearmid Bennis

In ACU-Two, it's a cooperative effort: (top left) EN3 Frank Hardison; (far left) ENFN C.E. Sinnett; (center) SA Deborah Nuckles; (below) MSI Diosdado Paras.



Mail Buoy

Engineers Do Help

SIR: I could not believe a quote I read from a naval aviator in your April 1980 *All Hands*: "We have to be able to count on the flight engineer to keep us out of the water." I understand the importance of the contributions made by our great flight engineers, but if we have lost the ability to put flying the aircraft ahead of "getting involved with the tactical picture," then things have surely changed since I was a flight instructor. —LT. K. Kenyon.

• *Standing alone, the quote could easily be misinterpreted; leaving out the word "help" only adds to misinterpretation. The actual quote was: "We have to be able to count on the flight engineer to help keep us out of the water." We think it's fair to say that the flight engineer helps keep the aircraft out of the water.* —ED.

Bells Back?

SIR: Your story, "Recruiters of the Year," showed a first class petty officer in the "cracker jack" uniform.

I would like to know how he is authorized to wear the traditional uniform when uniform regs state that only E-1s through E-5s are allowed to wear it.

—CTA2 R. Nelson II.

• *Navy field recruiters, E-6 and below, are authorized to wear the traditional jumper and bell bottom uniform only while the member is assigned to the Navy Recruiting Command.* —ED.

Roark Was First

SIR: Your story, "Sampling the Best of the South Pacific," was great. The cruise also was great; I know because I was there.

The USS *Roark*—and not the USS *Peary*—was the first ship to visit Vila since World War II. The *Roark* had the special honor of showing the people of Vila that "fighting ship" is only a name given to a vessel. I made many friends and there were hundreds to see us off. —PC3 Snyder.

• *Glad to hear that you enjoyed our story. As you pointed out, the Roark, and not Peary, visited Vila.* —ED.

Diesel Tang

SIR: In your article "A Diesel Boat Named Tang", (April, All Hands), you stated that the *Tang* was the only diesel boat operating in the Atlantic in 1978.

In fact, *Tang* became the second operational diesel boat in the Atlantic. The USS *Trout* (SS-566) became the first after the USS *Wahoo* (SS-565) entered the Philadelphia Naval Shipyard in July, 1978.

The day *Tang* entered the Atlantic through the Panama Canal, the *Trout* was already operating in the Atlantic. —TM2 C.E. Lizotte

• *We should have stated Tang was "believed to be the only diesel boat operating in the Atlantic." Such words as "first", "only", "last", and the like always invoke a challenge.* —ED.

Twins Not Together

SIR: The March 1980 issue had an article titled "Twins Still Together." Every time one reads about twins, they are usually stationed together but, in my case as an identical twin, I'm not serving with my brother. My brother and I joined the Navy together under the Delayed Entry Program, completed recruit training together and then split to attend our respective "A" schools. Since then, we have seen each other only twice. I just didn't want your readers to think that all twins serve together in the Navy. —JOSA T. Carlile.

• *The Navy tries to honor requests for brother duty—within reason—but, as you know, brothers are allowed to, and do, serve at different commands if they so choose.* —ED.

Reunions

• USS *Coates* (DE 685)—Reunion Oct. 24-26, 1980, in Baltimore, Md. Contact Robert Davis, 155 Sperry Rd., Bethany, Conn. 06525 or Charles Katan, 5 Tilden Rd., Danbury, Conn. 06810.

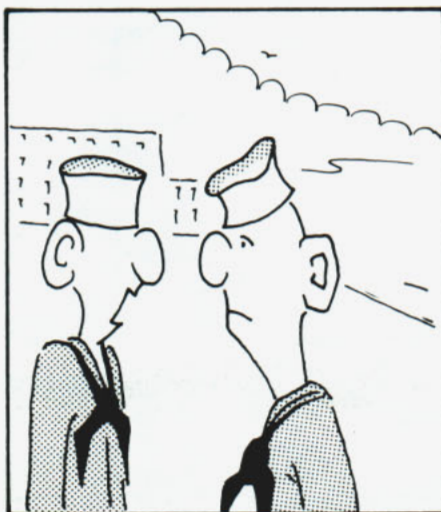
• USS *Hovey* (DMS 11) (Formerly DD 208) Reunion Oct. 31-Nov. 3, 1980, in Las Vegas, Nev. Contact Bob Caldwell, 525-275 El Norte Pkwy., Escondido, Calif. 92026.

• USS *Arizona* (BB 39)—Reunion Dec. 3-7, 1980, in Tucson, Ariz. Contact Joseph K. Langdell, 2372 Butte House Rd., Yuba City, Calif. 95991.

• USS *Remey* (DD 688)—1980 Reunion. Contact Archie L. Hepler, 201 Elm St., Tionesta, Pa. 16353.



"He is what you call
"Old Navy!"



"What makes you
say that?"





Navy

205th
Birthday
Celebration

October 13, 1980



**Jackson Parker -
A 38-Year Climb to Flag Rank • See page 2**